

Largest Circulation of any Shipping Paper.

SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.

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NATIONAL UNION OF DOCK LABOURERS IN GREAT BRITAIN AND IRELAND.

SPECIAL NOTICE TO DOCKERS.

46, HANOVER STREET,
LIVERPOOL.

March, 1891.

FELLOW MEMBERS,

As you are doubtless aware, SEAFARING, a weekly newspaper published in London, is the official Organ of the Seamen's and Firemen's Union. To its fearless and sterling advocacy is largely due the great success which has attended the efforts of the Union officials to improve the condition of their Members. In it is to be found the fullest and most reliable information of the workings of the Seamen's Union throughout the United Kingdom.

The interests of the Seamen, the Firemen, and the Dockers are, if not identical, closely related to each other, and it is of the utmost importance that the Members of each Union should know what the Members of the other are doing. That a proper and friendly understanding should exist between the Members of the two Unions this knowledge is necessary, and it can be had through the columns of SEAFARING. We have arranged with the Editor of SEAFARING that a large section of its space shall be devoted to the cause of the Dockers. In it will be found reliable reports, official reports of the work of the Dockers' Union, reports on the condition of trade in the various Ports where we have Branches, and items of such general news as will be of use to Dock Labourers. Questions affecting both Unions will be dealt with in SEAFARING.

We have, therefore, much pleasure in recommending SEAFARING to our Members, and inviting them to buy it and read it as the Organ which in future will spare no pains to promote the cause of the Dockers, side by side with the cause of their brethren of the Seamen's and Firemen's Union.

It can be had from Newsagents, or through the Branch Secretaries.

We are, yours faithfully,

R. M'GHEE, President,

EDWARD McHUGH, Gen. Sec.

IN THE DOG WATCH.

Mr. Plimsoll has been visiting Mr. Wilson in prison at Cardiff, and Mrs. Plimsoll has been calling on Mrs. Wilson to cheer her with her own and Mr. Plimsoll's sympathy.

The reply Mr. Plimsoll has made to the appeal of the *Shipping Gazette* to desert the Seamen's Union, because of Mr. Wilson's imprisonment, is thus to show that he is more than ever devoted to the seamen.

Let all seamen reply to the ship-owners' appeals, threats, and bribes, by showing that, like Mr. Plimsoll, they are all the more devoted to the cause because Mr. Wilson has been martyred for them.

For ways that are dark, and for tricks that are vain, the Shipping Federation are more noted than even the "Heathen Chinese."

The Shipping Federation's ticket tricks are so numerous that we can hardly venture to describe the latest lest, before our words can be printed, the latest shall have given place to a later.

The Shipping Federation are now attempting to bribe men to desert the Union by promising £25 per head after death.

Supposing even that the Shipping Federation kept its word and paid the money—a sufficiently absurd supposition seeing that the Federation seldom has kept its word—the £25 would not benefit dead men or their friends.

The money would generally go to boarding-house keepers as a reward for keeping the seaman under the heel of the owners by detaching him from his Union, plying him with drugged drink and diseased women, and robbing him after the usual fashion.

A highly-respected pilot writes:—"SEAFARING deserves the support of the whole seafaring class. Every seaman should take it in, thereby supporting the only paper which has ever honestly taken their part and stood by them. I take SEAFARING in, and always shall, and every ship that leaves this port has one or more aboard. If at any time I can further the interests of your splendid little paper I will do so with pleasure."

This is not the only letter to the same effect that we have received from that noble class of men the pilots, and we need hardly say that SEAFARING is delighted to help them.

"There were some hogs on the *Glen Breck*, and it is no exaggeration to say that the only difference between the way that Jack and the hogs lived was that the hogs had cleaner quarters and a little better food."

This statement, "which we are quite positive cannot be gainsaid," was, according to the *Marine Record*, elicited by it from the general manager of the Wilson Transit Line, Cleveland, O., and the general manager of the American Steam Barge Company, Superior, Wis., on their recent return from the Pacific slope.

On the same authority we are told:—

The reason that American vessels cannot compete with foreign ones is plain enough. We saw a most magnificent English ship, the *Glen Breck*. She was new and as fine a boat as one would wish to see. It was an honour to be her master, but a position of responsibility. I went aboard and got acquainted with the captain. He told me that he was paid £18 a month. Think of the master of a first class lake vessel getting no more than 90 dols. a month! The first mate's pay was £8, the second's £4, and poor Jack got but £2 10s. The sailors on the American boats in the coasting trade are paid 40 dols. a month, as much as a first mate on an English vessel. And the wages paid the *Glen Breck's* officers were high because she was a finer vessel than the ordinary.

It being thus clearly the interest of the American shipowners to make the working of British ships so expensive that American ships can compete with them, American shipowners might help the British seamen against the British shipowners if asked.

This, of course, would injure British trade and greatly decrease the demand for seamen in Britain, but the Americans, who treat their seamen better than do the British owners, would require British seamen to man their ships, so that the seamen might gain by the change.

Britain, moreover, richly deserves loss of trade so long as labour is denied justice, and as loss of trade would cause discontent, and discontent revolution, the British shipowner in his own interest had better not compel the British seamen to ask American aid.

A correspondent writes:—"I noticed in your last issue that Mr. Laws, of the Shipping Federation, is innocently surprised

that the *Engineers' Gazette* should have said his Federation had discharged firemen for no other fault but being Union men. I may mention one case (and no doubt there are plenty others) of a member of Tidal Basin Branch who was discharged after being six years in the Company's service. When the superintendent saw him, he made the remark, 'Oh, you are too much of a Union man for us.' He was then discharged."

A correspondent writes:—"Allow me through your columns to make a suggestion to the officers of the Seamen's Union, and that is keep a good look-out on loaded ships inward and outward. From my personal inspection, I find the load-line in many cases entirely disregarded, and the disc completely submerged. Local Board of Trade officers do not appear to consider it any part of their duty to report these cases. What I recommend is in every case wire the secretary Board of Trade, London, giving name of vessel and port at which she is, but don't wait until she is half discharged before it is done. I have seen ships in Cardiff docks lately loaded shamefully, and some inward-bound vessels at a neighbouring port loaded so that you could not see any portion of either the disc or fresh water mark. Some iron ore boats are transgressors in this matter."

Here, from an American Exchange, is a nut to crack:—"The streets of Melbourne, Australia, swarm with unemployed, and yet they have a protective tariff in Melbourne. The streets of Sydney, Australia, swarm with unemployed, and yet they have free trade in Sydney. Perhaps some of the wise people who swear by protection and the other wise men who believe in free trade will explain how it comes that neither of their panaceas seem to work?"

"The movement among the masses to-day is an echo of the life of Jesus of Nazareth, an honest endeavour on the part of the people to put into practical operation the basic principles of Christianity. 'Whatsoever ye would that men should do unto you, do ye even so unto them.'"

So Mr. Lease, a Knight of Labour, and described as the Kansas prophet of the Farmers' Alliance, has been saying in Washington, D.C., U.S. America, amid applause, and so SEAFARING has been saying for long, with bitter hatred and relentless persecution as its reward, especially from some of the hired "labourers in the vineyard."

"He dreaded the idea of the working classes acquiring a distrust in the administration of justice such as prevailed in Ireland." So said Mr. Allan Upward, Mr. Wilson's counsel in the late trial.

That distrust is just what the working classes generally have had forced upon them, and that distrust is not confined to them.

It is popularly supposed that a pretty picking goes to the Government in the shape of unclaimed seamen's wages and other effects. That the value of these must be considerable can hardly be doubted, and it would be interesting to know what it amounts to.

It would also be interesting to know why the Board of Trade does not advertise for claimants in SEAFARING, which is read by seamen and their friends, instead of merely sticking up a placard at shipping offices, where seamen's relatives are not likely to see them.

Equally interesting would be authentic information as to how the money derived from this source is spent.

Such of our readers as see the *Coast Seamen's Journal* will be amused to find it gravely and habitually quoting the *Times* as a trustworthy authority on seamen's disputes and labour questions!

The *Coast Seamen's Journal* does not reach us regularly—coming but once a month or so. Whenever we see it the *Coast Seamen's Journal* generally has something appropriated from SEAFARING without acknowledgment.

The seamen employed on the American lakes having formed a Union appear to have found an organ in the press necessary, and have, therefore, started one. So we learn from an American paper, but the *Western Seaman*, which is said to be the name of the new nautical journal, we have not yet seen.

THE TRUTH TOLD.

General Master Workman Powderly has issued a circular letter to the members of the Knights of Labour, urging upon them the necessity of giving the official journal of the Order a more hearty support than it is at present receiving. The spectacle of this able defender of labour's rights begging those who cause it has so valiantly championed to come to its support ought to touch the heart of everyone who has the interests of organised labour at heart. Nothing has so sensibly affected us as the frequency with which we have been called upon to chronicle the suspension of some able, honest, fearless and struggling champion of labour's cause. It will for ever remain one of the most inexplicable things of this life why the working men will so often neglect or refuse to give the labour press that support which is within their power, while engaged in defending their rights from the encroachments of corporate power; while the monopoly press of the country is subsidized by those whose interests it champions and protected in every conceivable way by the corporations which they serve. Is it any wonder, then, that there are so few papers which are fearlessly serving the people when starvation stares them in the face?—*Nebraska State Labourer*.

CREW RIGHT.—The steamer *Yesso* had loaded a cargo of cotton at Charleston for Bremen in January, when a fire broke out, by which a number of bales were burnt, but a greater number were wetted by water used for extinguishing fire. A quantity of oil was also stated to have been lost from the engine-room during the fire, a great part of which was believed to have got amongst the cargo. It was proposed to reship some, at least, of the cotton that had been wetted, but the crew refused to sail in the ship with such cotton stowed under deck, and the matter was brought before a Naval Court summoned by the British Consul at Charleston. Several of the officers of the ship and other witnesses on their behalf testified that it was, in their opinion, detrimental to health to sail with wet and greasy cotton under hatches, besides the danger of spontaneous combustion. On the other hand, evidence was given on the part of the persons interested in the ship and cargo to the effect that there was no such danger to health or life to be apprehended. After hearing the evidence the Court came to the conclusion that the crew were justified in their refusal to proceed to sea if cotton damaged by water and (or) oil was shipped under hatches.

MR. WILSON'S IMPRISONMENT.

As will be seen from the reports of the various Branches of the Seamen's Union, published on other pages of SEAFARING, the seamen have passed various resolutions protesting against Mr. Wilson's imprisonment, and calling for his release. Meetings protesting against the sentence passed on Mr. J. H. Wilson were held in Cardiff on Saturday night. Memorials are being signed for his release to be presented at the office of the Home Secretary. Thousands of signatures had been obtained for the release of Mr. Wilson. Mr. J. H. Jones, his solicitor, had an interview with Mr. Wilson on Saturday. He was in good spirits and had only very light duties to perform. He was told of the steps being taken for his release, and he was highly gratified at the sympathy shown him. Mr. Plimsoil obtained permission from the Home Secretary to visit Mr. Wilson, and did so on Monday. Excitement in Mr. Wilson's favour is fast growing in Cardiff. Various Trade Union meetings on Saturday evening passed resolutions condemning the sentence.

At the annual delegate meeting of the London Trades Council, Mr. Steadman (Barge Builders' Union) presiding, there was a very large attendance of trade and labour delegates. On the motion of Mr. Cooper (Cigar Makers' Secretary), a resolution was passed protesting against the sentence passed on Mr. J. H. Wilson (Secretary of the Sailors' and Firemen's Union) for alleged unlawful assembly at Cardiff, appealing to the Home Secretary to immediately order his release, and instructing the executive to take what steps in the matter they may think proper.

Resolutions of sympathy with Mr. J. H. Wilson and protesting against his sentence, have been passed by the Central Finsbury Radical Club, the South London Branch of National Union of Boot and Shoe Operatives, a meeting at the North Camberwell Progressive Club.

The Sheffield Trades Council has passed a resolution protesting against the imprisonment of Mr. J. H. Wilson, and demanding his release.

At a delegate meeting in connection with the legal eight hours demonstration on Sunday it was unanimously resolved that this meeting of delegates from working men's clubs and organisations, protests against the infamous sentence passed upon Mr. J. H. Wilson.

A large meeting of South London Trade Unionists was held last Sunday on Peckham-rye. Representatives were present from the Gas Workers, Dockers, Carpenters and Joiners, Porters and Firewood Cutters, and other Unions. About 5,000 persons were present. Mr. Clem Edwards proposed:—"That this meeting of workmen emphatically condemns the sentence of six weeks imprisonment passed upon Mr. J. H. Wilson, of Cardiff, as another example of that brutal capitalist persecution which is instantly directed at those who endeavour to organise their fellows for the elevation of their class, and this meeting demands the alteration of the iniquitous law under which he was condemned."—The resolution was carried unanimously amid loud cheers.

At a special delegate meeting of the Amalgamated Society of Carpenters and Joiners (London district), held on Saturday, when all Branches were fully represented, numbering nearly 4,000 members, a resolution was passed regretting that Mr. J. H. Wilson, the respected and able secretary of the Seamen's and Firemen's Union, had been sentenced to a term of imprisonment; expressing profound sympathy with him; and pledging themselves to leave no stone unturned to obtain the remission of the sentence; and trusting that the workmen of Cardiff would give him such a reception on his release that, by doing honour to one of the many heroes of labour, they would honour themselves.

At a joint meeting of the Riverside Federated Trades and Labour Unions held at Bermondsey Town Hall, April 9, Mr. Clem Edwards said he must apologise for the absence of Mr. J. H. Wilson, who was at present doing Government service. (Laughter and cheers.) He was tried by a jury of Lord Bute's tenants, and the witnesses were boarding-house keepers. He was there to advocate federation, which meant a union of Unions. It was generally supposed that the newly-formed Labour Federation had received a great beating—that was not so. Whilst the shipowners were complaining of Trade Unions coercing men into joining their Unions, they were doing the very same thing themselves. In their manifesto they threatened to take action against the Unions, but out of all the shipowners in the country, only five had acted up to it. They had also made the Shipping Federation knock out the

preferential clauses from their ticket and abolish the charges for it. The Federation in hitting the Trade Unions below the belt had broken their necks. This might seem a strong statement, but history was repeating itself. Another Federation of shipowners was formed some 16 years ago, which came into existence with a flourish of trumpets, but that came to nothing, and they would see that this one would. (Cheers.) Mr. Thorne said in order to secure proper federation they must have closer union and one ticket. Unfortunately many of their members were unable to pay an increased contribution owing to poverty and slackness of work. Mr. Thorne went on to advocate the lowering of entrance-fees for the Unions, some of which were far too high. There also ought to be free transfers between different Unions, so that a man could pass from one into another without expense. (Cheers.) The resolution was carried amid cheers. Mr. Preece moved "That this meeting of organised London workmen emphatically protests against the sentence of six weeks' imprisonment passed upon Mr. J. H. Wilson as a travesty of justice and a vindictive exhibition of class hatred towards an innocent man, whose only offence was his endeavour to elevate his class." Mr. Ben Tillet, in seconding, said if such judgments were allowed to go unchallenged no one was safe. He (the speaker) was with Mr. Wilson at the time when the alleged occurrence took place, and could declare that Mr. Wilson said nothing at all upon the occasion referred to. They were told that there was the same law for the rich as for the poor. Perhaps so, but the one class did not get so much as the other. (Hear.) They paid thousands of pounds for law, but they did not get a farthingworth of justice. He felt almost envious of Wilson. He would have six weeks' rest, and he would come out of prison, not degraded in the eyes of his fellow workmen, but revered as one of the martyrs of labour. (Cheers.) That a man should be convicted upon such evidence was a travesty of justice. (Cheers.) The Recorder of Cardiff was doing far more to spread discontent than all the agitators put together. (Cheers.) Mr. Brett also supported the resolution, and it was carried amid loud cheers.

At the executive meeting of Deptford Liberal and Radical Association last Wednesday night, it was resolved unanimously—"That this meeting of the Executive of the Deptford Liberal and Radical Association condemns the unsatisfactory state of the law under which it was possible to sentence Mr. J. H. Wilson to six weeks' imprisonment for unlawful assembly, expresses its indignation at the same, and tenders its heartfelt sympathy to Mrs. Wilson in the absence of her husband."

The *Railway Review* says:—"Much as we are opposed to violence, we sympathise with Mr. J. H. Wilson in his imprisonment for six weeks for the somewhat vague offence of 'riotously assembling to disturb the public peace' at Cardiff. This conviction of the seamen's secretary again raises the question of the laws relating to conspiracy, which are being interpreted more and more adverse to free combination. Considering the conflicting nature of the evidence, we can only regard the sentence as a savage one, and it affords another instance of the way class prejudices creep at times on to the judicial bench."

MEETING IN NEWPORT.

SPEECHES BY MR. ALLAN UPWARD, MR. GARDNER, AND MR. GILLMAN.

A public meeting convened by the Newport Trades Council, was held in the Memorial Hall, Dock-street, to protest against the unjust imprisonment of Mr. J. H. Wilson, general secretary to the Seamen's Union, and to ask for his immediate release. There was a large attendance of seamen and labouring men, and Mr. Davies, president of the council, was supported on the platform by a good number of his colleagues.

The Chairman said there was a bitter animosity existing between the middle classes and the Trades Unionists. He was sorry it was the case, but it always had been and he supposed it would be until better modes of settling grievances were brought about. (Hear, hear.) The Cardiff jury, composed of these

MIDDLE CLASS PEOPLE,

gave their verdict not against Mr. Wilson but against Trades Unionists generally. (Hear, hear.) They thought that by putting the leaders in prison they would cripple the organisation. (Laughter.) They hoped that the incarceration of Mr. Wilson would be a blessing in disguise to Trades Unionists. (Hear, hear.)

Mr. F. Gillman, secretary of the Newport Branch of the Seamen's Union, moved—

"That this public meeting, called under the auspices of the Newport Trades Council,

STRONGLY PROTESTS

against the verdict given against Mr. J. H. Wilson at the Cardiff Quarter Sessions, believing the evidence does not justify the same; and that it is an attempt to deprive Trades Unionists of their common rights and liberties as citizens. This meeting also trusts that the Home Secretary, after having the whole of the facts laid before him, will take immediate steps to release Mr. Wilson from prison."

He took it that there was not a man in that hall who would deny that there was a possibility of a miscarriage of justice in the case of Mr. Wilson; at least he thought there was and he knew that

MISCARRIAGES OF JUSTICE

were possible because he had had a little practical experience of one lately. (Hear, hear, and laughter.) During the last twelve months officers of different Unions had been prosecuted and sentenced when they were not guilty. ("Shame.") They had a miscarriage of justice at Newport County Police Court last Saturday, when a workman was brought before the great unpaid on a charge of having stolen some sticks. Had it been known that the man was a Trades Unionist he would have probably got penal servitude. (Hear, hear, and laughter.)

Mr. Vicory, who seconded the resolution, denounced the attitude of the middle classes towards the working men, and warmly commended the work of Mr. Wilson. If the interpretation of the law at Cardiff was correct they were no better off, with the exception of the buying and the selling, than

THE SLAVES

were thirty years ago, or the serfs of Russia at the present day. (Hear, hear.) He preached what he described as a new doctrine, that working men should not join the army and navy while they continued to receive their present treatment from the aristocracy.

Mr. John Gardner, district secretary of the Seamen's Union, supported, and at the outset of an earnest address, in which he gave a concise history of the Wilson case, he asked them if it was right that

THE INNOCENT

should suffer in order that good might come to the Union? ("No.") He made an energetic attack on the jury and Cardiff boarding-house keepers, and finished by expressing the earnest hope that if any Union official were to be tried the venue would be changed from Cardiff to somewhere where they might get an unprejudiced verdict.

The resolution was carried with acclamation.

Mr. Allan Upward, barrister, Cardiff, said he came there simply in the capacity of a personal friend of Mr. Wilson, now in Cardiff prison. He had been made the subject of attack in the Cardiff Tory newspaper, and a new and strange doctrine had been set up that it was wrong to criticise

THE VERDICT OF A JURY.

Judges might be criticised, magistrates were rated when they past unjust sentences, and why should not juries be taken to task when they did ill? Let no man suppose that by getting into a jury box with eleven others he escaped all responsibility. The present jury had been arraigned at the bar of public opinion, and the sentence was going forth with no uncertain sound. (Hear, hear.) An evening paper made itself the mouthpiece of a cowardly threat at him in his professional capacity. (Applause.) The more they attacked him the more strongly he should express his sentiments, and if things were carried to extremities he should throw himself on the protection of the working community. (Loud applause.) Because he regarded trial by jury as the

NOBLEST SAFEGUARD

of our liberties, he desired to purify the system and make it in reality what it was in name—trial by public opinion. Verdicts of juries had won the liberties of the middle class. The right to preach the gospel was won by the jury which acquitted William Penn. He (the speaker) wanted this labour movement to be conducted on constitutional lines; he was not a partisan to strikes, and he dreaded the idea of the working classes acquiring a distrust in the administration of justice, such as prevailed in Ireland. They had reformed the big Parliament, and they must now reform the little one, and every man who possessed a vote for Parliament should be on the jury panel. Jurors should be paid; but, even if they were not, he believed that working men would lose a day's pay occasionally rather than see

WICKED VERDICTS

hurled at their leaders, because they were their leaders. (Applause.) No one thought a bit the worse of Mr. Wilson in gaol than before he entered the dock, and this was a proof that the charges against him were not believed. In conclusion, when they were told that they would have more chance of getting their friend out of prison if they went to work with bated breath and whispering humbleness, let them say they were not asking for his release on personal grounds or because of mistakes in points of law, but because they thought he was an innocent man. They were not asking for favour but for justice, and they

WOULD HAVE JUSTICE

though the heavens fell! (Loud applause.)

He moved:—

That there is urgent need for a drastic reform of the jury system, so as to ensure the presence of some members of the working class on all juries which try charges arising out of labour disputes, it being hopeless to expect justice for labour prisoners from a jury of antagonists of the labour cause; and that all candidates for Parliament be asked to pledge themselves to this reform.

Mr. Thomas Davies seconded, and it was carried. The meeting shortly afterwards terminated.

FEDERATION TICKET TRICKS.

The *Pall Mall Gazette* says:—"The tricks of the 'ticket' seem to be inexhaustible. The last announcement is that the ticket is to cost a shilling, which shilling will go to an insurance fund. But the last announcement but one had been that the ticket was to cost nothing at all. A body which changes its mind, or rather its statement, so often as the Shipping Federation has done on the subject of this ticket is exposed to suspicion from the outset. Nor does the scheme look any better the more nearly it is examined. It is said the Federation is very generous to propose any scheme, since the men's shillings would have to be supplemented by grants from the owners. But even in the moderate proposals of Sir John Gorst, it was laid down that the employers ought to provide the whole of the insurance money. In this case, while the men are to provide the money, the masters, it seems, are good enough to provide all the management. To what purposes will they turn it? The men will have to consider carefully whether the 'true inwardness' of the scheme is not really a desire to get a hold on the men's subservience; whether, in fact, it is not intended as a scheme for taking hostages rather than for giving insurance."

The *Daily Chronicle* says:—"The scheme looks plausible enough; but before adopting it sailors should take good advice from their tried and trusted leaders as to the actual wording of the contract on the ticket. And sailors or working men of any sort may well demand why they should not, by their chosen representatives, have some control over the funds to which they will contribute."

The *Echo* says:—"This is a triumph for the Seamen's and Firemen's Union. But for that body the Federation itself would not have an existence, much less its insurance scheme. We are quite aware that the possibility of organising an insurance scheme for sailors has been long under consideration, so long, indeed, that the project is older than the Seamen's Union, but it made no progress till the Union became formidable. It was when the audacious proposition was made that shipowners should be subject to the provisions of the Employers' Liability Act that shipowners gave evidence as to their willingness to assent to some plan of insurance, but the plan long hung fire, till the Union became formidable."

It has been decided by the Italian Working Men's Society of London that a portion of the subscription being raised for the survivors of the *Utopia* shall be given to the families of the English sailors who lost their lives in the gallant attempt to rescue the crew and passengers of the ill-fated vessel.

SHIPWRECKED MARINERS' SOCIETY. — The special and other relief grants sanctioned on this occasion in aid of the shipwreck distress arising in numerous cases through the late disastrous March gales brought up the Society's relief issue for the current year to the sum of £7,618, the total number of sufferers assisted being 4,181, comprising mariners, fishermen, and boatmen of all grades, or their bereaved widows and orphans, etc.

RIGHTS OF UNIONISTS.

A blow was struck at Trades Unionism by the verdict of a jury in the action tried at Cardiff against Mr. J. H. Wilson, says *Reynolds's Newspaper*. The charge was for rioting and unlawful assembly at Cardiff during the late strike. The indictment specifically stated one particular occasion on which the unlawful act was alleged to have been committed. The evidence was of the most contradictory kind, the Recorder, in his charge to the jury, admitting that the witnesses for the prosecution and the witnesses for the defence

CONTRADICTED EACH OTHER.

All the witnesses, he said, had equal opportunities of seeing what took place, and a large number of them denied every detail of the evidence for the prosecution. He directed them, therefore, to observe the demeanour of the witnesses and to form their opinion as to the guilt or innocence of the defendant from it. There is nothing novel in this advice. It is often given by judges and magistrates in doubtful cases, their object being, if possible, to secure a conviction, whether or not the evidence would legally justify a verdict of guilty or not. Under the present system of appointment to

THE JUDICIAL BENCH

there is no pretence to equality as between work ing men and those of the classes. The judges and magistrates are all drawn from the latter; their sympathies are wholly with them; their interests identical. When, therefore, the law admits of the slightest possible doubt they are sure to press this doubt upon the juries so as to secure in the case of one of their own class an acquittal, and in that of the labouring class a conviction. When there is no jury, the magistrate is both judge and jury, and can act as he pleases.

The original charge against Mr. Wilson was, as we have said, for rioting and unlawful assembly. The

PROSECUTION FAILED

to establish the charge of rioting, and by some subtle process the Recorder, in his address to the jury, limited it to one of unlawful assembly. In doing this he may have been within his rights. But one thing is clear, the charge to the jury displayed the grossest prejudice. The case as placed before the jury was that if three or more persons met with intent to carry out any common purpose, lawful or unlawful, "in such a manner as to give firm and courageous persons in the neighbourhood of such assembly reasonable grounds to apprehend a breach of the peace in consequence of it," they were guilty of unlawful assembly. This, on the authority of Mr. Justice Stephen, the judge who has just been compelled to resign on the ground of

MENTAL ABERRATION,

the Recorder laid down as the law. Mr. Justice Stephen's training was in India. He codified the law of that country, and the after portion of his career in this country as a judge showed that his mind was tainted with the autocratic poison that inevitably follows a long residence in a position of authority in India. The natives, alike by the military and the civil servants, are held in and treated with the greatest contempt. They are looked upon as beings of a lower order. To call

SUCH A MAN

an authority on the criminal law of England is an outrage upon common sense. True he has published a work on the criminal law of this country, but we have yet to learn that men trained in English jurisprudence accept it as an authority.

We will discuss the question, however, on the law as laid down in this trial to show whether, even on the false principles of Mr. Justice Stephen, the secretary of the seamen's and firemen's Union was legally—we will not say justly—convicted. A Mrs. Nelson, wife of a boarding-house master, swore that, owing to the fright caused by Mr. Wilson's conduct in leading a procession and uttering what was alleged to be a threat, she had a remature confinement. This woman was one of the

MOST IMPORTANT WITNESSES

for the prosecution. Dr. Cooper was called for the defence, and swore that he had attended the witness. Asked could that mishap have been caused by a fright received three weeks before, he replied, certainly not. Asked why he said that, he said he would have expected to have found other symptoms, and that Mrs. Nelson had had a previous mishap thus to the ordinary understanding wholly

DISCREDITS THIS WOMAN'S EVIDENCE.

Other witnesses were equally unsatisfactory. One of the allegations was that Mr. Wilson went to

certain boarding-houses, and, by violent demonstration, prevented persons who had been drafted into the town from the North of England taking the places of those who were out on strike. Now, the only possible illegality, even on the law as stated by the Recorder, is in the allegation of violence, real or anticipated. It was proven that some of these men said that they had been carried to Cardiff against their will instead of to London, and that they jumped out of the carts which were conveying them from the station, and made common cause with the strikers. In this there is proof that no violence was necessary to induce the men imported to join the strikers, but, on the contrary, that they were brought to Cardiff

UNDER FALSE PRETENCES.

The next most important allegation against Mr. Wilson was that in front of a certain boarding-house he had used the words, "We will wreck that house to-night." The Recorder assumed in his address to the jury that this had been proven, and went out of his way, in the spirit of an advocate for the prosecution, to point out the mental process that led Mr. Wilson to use these words. It was surprising, he said, that, considering his natural anxiety for the success of the cause in which he was engaged, not to speak of his own safety, he should in the presence of so many hostile to him, make use of such an expression. On the other hand, he went on to say, when a man was engaged in an enterprise of that sort, no matter how much at first he meant to be moderate and calm, and to keep well within the law, he was liable to be tempted to say things which in his calmer moments he would not say at all. This analysis of the strike leader's mental condition was a gross impertinence to Mr. Wilson personally, and

A VERY DIRTY TRICK,

done with the object of leading a jury to think that he (the Recorder) had some sympathy with the defendant. But what were the facts as brought out in evidence? A witness for the prosecution said that words to that effect were used, but other witnesses who were in Mr. Wilson's company during the whole time of the procession swore that there was neither hissing nor hooting, and that Mr. Wilson did not shout, nor did he use the words quoted by the Recorder. Another witness, a domestic servant at the boarding-house, in front of which the alleged threat was made, testified that all that was done was that some of the processionists—the men brought from the North of England—asked for their clothes, and they were told that their clothes were not there. She heard

NO THREAT USED;

nor did she see any of the boarders caught by the throat, and she was in the passage during the whole time. The police evidence for the prosecution confirmed that of the witnesses for the defence. Police-constable Wootton admitted that all he heard was a good deal of hissing and hooting, and that Mr. Wilson pointed to the house with a stick, and some men went into the passage of the house. The officer's note-book was produced, but the only words in it were that "Mr. Wilson was at the head of the procession, and he excited all the men." No evidence could be clearer than this, and that the Recorder deliberately set this aside, and assumed in his address to the jury that the threat was used, is the latest and most pronounced proof of the prejudice that exists in this judge's mind against the rights of Trades Unionists.

On the face of it it is clear that the verdict and sentence are the result of a straining of the law in order

TO FRIGHTEN TRADES UNIONISTS

into a surrender of some of their legally-acquired rights. It is absolutely necessary, therefore, that a united protest should be made against it, and we are glad to see that already steps are being taken to force the hands of the Home Secretary to release Mr. Wilson. Of the illegality of the sentence there can be little question. What is an unlawful assembly? According to the dictum of Mr. Justice Stephen and the Recorder of Cardiff, it is the assemblage of three or more persons in such a way as to frighten firm and courageous persons in the neighbourhood. Now, who were the firm and courageous persons in Cardiff who were frightened by the procession of strikers led by Mr. Wilson? Not one of them appeared in Court. But even if some person had come forward for the prosecution, who was to judge as to his being a "firm and courageous person"? Mrs. Nelson, on her own showing, was not a firm and courageous person. She swore that she was so frightened that she had a miscarriage; therefore, by the law as laid down at Cardiff, her evidence, even if not disproven, would have been proved

nothing. From the facts as given in evidence, it is clear that the judgment against Mr. Wilson is illegal from every point of view. The prosecution was

THE RESULT OF A CONSPIRACY

on the part of the shipowners to destroy the Seamen's and Firemen's Union. It is a part of the mean policy that has been adopted by employers of a certain class to work upon the weakness and misery of the very poorest—the agricultural labourer—in order, through them, to undermine combination. It is, therefore, the bounden duty of Trades Unionists to take effective steps to undo the crime against labour perpetrated at Cardiff on Tuesday last. We have shown that the law as it is is not open to the interpretation put upon it; but as it is only too certain it may be strained for the purpose of assuring a conviction, it will be necessary to so amend the wording of the Trades Union Act of 1875 as to make such an iniquity an impossibility in the future.

NATIONAL UNION OF DOCK LABOURERS.

DROGHEDA.

At a meeting of the Drogheda and Vicinity United Trades Council, held at the Dockers' Hall, Peter-street, the following resolution was proposed by Mr. T. McKeivitt, district secretary N. A. S. & F. U., seconded by Mr. Jas. Conaghy, secretary N.U.D.L., and supported by Mr. J. Berrill, secretary Typographical Society: "That we, the members of the various Societies here assembled, tender Mr. J. H. Wilson, general secretary of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland, our sincere sympathy in his prison cell, believing that he has been unjustly victimised in the interests of capitalists because he was a tower of strength in the labour movement, and we call upon the Home Secretary to exercise the power vested in him to immediately release this champion of labour." Carried unanimously.

DUBLIN.

At a very large meeting of the dock labourers of Dublin, held on Tuesday, the 7th inst., the utmost indignation was expressed at the unjust and tyrannical sentence passed on J. H. Wilson. Joseph Davison proposed the following resolution: "That this meeting of dock labourers of Dublin learns with deep regret that J. H. Wilson, the able and popular secretary of the Sailors' and Firemen's Union has been sentenced to a term of imprisonment on charges made against him by the bearding masters of Cardiff—and we hereby express our profound sympathy with Mr. Wilson." Mr. M. McKeown, organiser of the National Union of Dock Labourers, seconded the resolution. He pointed out that the law as at present administered was only a burlesque on justice. A drunken Federation delegate, for presenting a revolver at a man, is sentenced to one month's imprisonment, while a man like Mr. Wilson, fighting for the cause of the downtrodden and oppressed seamen, gets six weeks' imprisonment for asserting the right of combination. Mr. W. Foreman, in supporting the resolution, said that few men knew Joseph Havelock Wilson as well as he (Mr. Foreman) did, and he knew him to be one of the most earnest, most honest, and determined labour advocates in the country. He had accomplished a great and good work in organising those who heretofore were considered impossible of organisation—viz., the seafaring class. The Sailors' and Firemen's Union was now one of the largest and most enterprising labour organisations in these islands, and it owed its success to the great energy and tireless zeal of the able general secretary. Continuing, Mr. Foreman pointed out that working men should see to it that representatives of their own class were returned to Parliament; for unless they did so they could not hope to remove laws from the statute book that send such men as Mr. Wilson to prison.

FISHERMEN AND SUNDAY.—Twenty fishing-boats belonging to Lowestoft and other east coast ports put into St. Ives on Monday with their Sunday's catches from the Channel, but were prevented from landing their cargoes by the hostile attitude of the Cornish fishermen, who do not themselves fish on Sundays, and strongly object to strangers reaping a harvest in the local fisheries on the Sabbath. So threatening was the demeanour of the St. Ives men that the east country fishermen were obliged to leave and proceed to Hayle, where they succeeded in landing their catches.

DEATH ROLL.

The following is a list (just issued) of names and other particulars of British and Irish seamen whose deaths have been officially reported during March, 1891. (This list only includes such foreigners as are Scandinavians.) First the seaman's name is given, next his age, rating, birthplace, cause of death, date of death, and the name of the ship to which he belonged. If he had left the ship at the time of his death his name is printed in italics in this roll.

Adams, James, 55, A.B., Bangor, diarrhoea, Nov. 6, Cheshire.
Alderson, Alfred, 54, cook, Durham, stoppage of urine, Jan. 23, sea, Falls of Afton.
Allen, A., 38, fireman and trimmer, Liverpool, affection of brain and general debility, March 6, sea, African Prince.
Allinson, Henry John, 43, master, Whitehaven, heart failure, March 3, Long Island, New York, Aristomene.
Anderson, Henry, 36, A.B., Norwegian, concussion of the brain, Sept. 17, sea, Douglas.
Andresen, Joseph, yellow fever, June 12, Rio, Erviva.
Angus, Edwin, 29, A.B., Glasgow, drowning (boat upset), Aug. 5, St. Johanna Island, Bentin San.
Austin, Griff R. (P.), 38, Swansea pilot, Swansea, consumption, Aug. 26, sea, Ordovic.
Austin, Stanley, 18, O.S., Swansea, consumption, Nov. 10, sea, Ordovic.
Austin, Fredk., 25, 3rd hand, fisherman, Colchester, Essex, fell overboard, March 4, North Sea, Pantan.
Baasen, George, 22, A.B., German, falling down the hold (when taking off the hatch), Feb. 21, Boston, Roman.
Baines, Wm. Christopher, 35, 2nd mate, Arnside, washed overboard, Feb. 14, sea, France.
Baird, Robert, 23, 3rd hand, fisherman, London, washed overboard, March 2, North Sea, Alert.
Barnard, James, 20, cook, apprentice, Leiston, Suffolk, washed overboard while washing meat, March 3, North Sea, George Hooker.
Bartlett, Henry, 16, cook and O.S., London, fell overboard while unhooking the topping lift aft, Nov. 14, sea, Rosa Meek.
Barton, Henry, 63, dredgerman, English, heart disease, March 8, Whitstable oyster beds, Thomas Ford.
Bennett, John, 32, master, Newquay, Cornwall, vessel foundered, Nov. 6, Beaumaris Bay, Western Star.
Bennett, Thomas Henry, 22, A.B., Newquay, Cornwall, vessel foundered, Nov. 6, Beaumaris Bay, Western Star.
Beringer, C., 31, A.B., Germany, carried overboard with mast and yard owing to rope breaking, Feb. 9, sea, Marion.
Blomenol, Wilhelm, 28, A.B., Gothenburg, consumption, Feb. 4, Niobe.
Bloyse, Charles, 42, master, British (Essex), struck by tiller and knocked overboard when in collision, March 2, off Rotherhithe, Avon.
Boddie, George, 38, 2nd mate, Aberdeen, suffocation through entering tank containing foul air, Nov. 15, Havana, Cuba, Azalea.
Bok, Henry, 45, cook, Germany, hemiplegia, Nov. 12, Valparaiso, Florence Stella.
Bolton, Alfred, 37, master, Manningtree, Essex, washed overboard during a gale, March 10, the Lizard, Whistley Park.
Boxer, Charles, 27, mate, Newquay, drowned (vessel wrecked), March 10, Annet Island, Scilly Islands, Porth.
Brindle, Saml., 38, donkeyman and fireman, Chorley, pneumonia, Jan. 15, Savona, Mary.
Brookes, Richd., 40, A.B., Liverpool, cerebral apoplexy, Feb. 27, off Ilfracombe, Marlborough.
Brown, Edward, 39, carpenter, Liverpool, broncho-pneumonia (attributable to a fall into the water at Messina), Feb. 16, hospital, Palermo, Prydain.
Brown, Joseph, 46, A.B., Arklow, heart disease, March 7, Limerick, Satellite.
Bryan, John, 26, fireman, London, typhus, Jan. 22, hospital, Port Natal, Illovo.
Buchanan, Alexr. (P.), 63 or 68, master mariner, Argyleshire, inflammation of the lungs (or pneumonia), March 24, on s.s. "Claymore," Glencoe.
Bush, John, 48, A.B., London, dropsy, Jan. 10, sea, Scottish Lochs.
Care, Henry, 39, master, St. Ives, drowned (vessel wrecked); collision, Feb. 1, off Lisbon, Red Jacket.
Carrie, James, 22, A.B., Brodaferry, Scotland, Aug. 27, 1889, Castor.
Challoner, W., 32, steward, London, supposed drowned, vessel missing since Nov. 27, sea, Thanemore.

Cheeseman, Alfred, 28, master, Conyer, near Faversham, supposed fallen overboard when reeving mizzen sheet in small boat, through swell caused by a steamer, Jan. 29, R. Thames, off Wapping, Jane.
Christie, Charles, 24 or 40, boatswain and lamp-trimmer, London, dysentery, Feb. 21, hospital, Marseilles, Malek.
Clark, Alexander Adamson, 16, apprentice, Scotch, inflammation of bowels, Dec. 28, Castor.
Cleland, Arthur, 22, deck hand, fisherman, Maidstone, Kent, washed overboard by heavy sea, March 3, North Sea, Esk.
Cobb, H., 27, A.B., Yorkshire, heart disease, Sept. 9, Buenos Ayres, J. E. Graham.
Conrad, Arthur, 20, A.B., Lunenburg, N.S., typhilitis and typhoid, March 7, Pensacola, Tyree.
Cooling, S., 19, trimmer, Portishead, supposed to have been washed overboard, Feb. 24, sea, Gloucester City.
Coops, Peter, 41, A.B., Dutch, fracture of skull by accident, Dec. 19, Castor.
Cors, W., 30, fireman and trimmer, Germany, ague and general debility, March 6, sea, African Prince.
Cox, Charles, 30, fireman, Southampton, coma following epileptic fits, Feb. 13, sea, Thames.
Cox, H. E., 21, O.S., Hampstead, drowned, Oct. 16, sea, Dalhanna.
Craig, John, 45, cook and steward, Alloa, disappeared from ship Jan. 10, body found Jan. 23, in bay, Jan. 10, San Francisco, County of Calhness.
Cramer, Arthur, 24, 3rd hand, fisherman, Hanover, supposed thrown overboard by a sudden lurch of vessel while alone on watch, March 11, North Sea, Windsor Castle.
Green, Henry, 33, A.B., Portaferry, lost overboard (fell while passing gasket round topsail), March 10, sea, Knight Templar.
Cruikshank, Wm., 44, master, Macduff, vessel missing since Aug. 24, Baltic, Renown.
Cumner, Danl. H., 58, butcher, Berks, pleuropneumonia, Oct. 27, Ceylon Hospital, Mirzapore.
Cundy, William Thomas, 57, master, Looe, natural causes (apoplexy), Dec. 16, Shields, Adelaide.
Casach, Wm., 43, seaman, Limerick, consumption, Feb. 18, Truro Infirmary, New Orleans, Ocean King.
Dark, James, 27, fireman, Penclawdd, fell into pit of coal-tip when returning to ship at night, March 4, Barry Dock, Lizzie.
Davies, Benjamin, 40, 3rd mate, Swansea, fall from accommodation ladder on quay, and then into water, Feb. 3, Brooklyn, New York, Connemara.
Davies, Frank, 13, boy, Swansea, drowned (vessel wrecked), March 9, Start Bay, Lizzie Ellen.
Death, Alfred, 47, A.B., Brightlingsea, drowning; vessel wrecked, Jan. 23, North Sea, Glanee.
Delgado, Carlos, trimmer, Chilean, scalding through the bursting of superheater, Feb. 26, 1890, Pisagua, Ayacucho.
Didriksen, A., 37, boatswain, Stavanger, carried overboard with mast and yard owing to rope breaking, Feb. 9, sea, Marion.
Dimond, Ambrose, 17, apprentice, cook, Devon, drowning (through collision), March 3, off the Start, Susie Patey.
Dimond, Thos. Henry, 19, apprentice, 3rd hand, Devon, drowning (through collision), March 3, off the Start, Susie Patey.
Dodd, Robert, 28, master, Connah's Quay, Flintshire, drowning (vessel wrecked), March 9, Start Bay, Lizzie Ellen.
Donald, John, 34, phthisis, Oct. 7, Hong Kong Civil Hospital, Phra Chom Klao.
Dowlakhan, 36, seaman, congestion of lungs, Feb. 10, Hospital, Marseilles, Tartar.
Druit, J. K., 39, A.B., Calcutta, Aden, Tiverton.
Durham, H., dysentery, Dec. 9, Buenos Ayres, Mistletoe.
Early, James, 43, A.B., Glasgow, knocked overboard by block falling from aloft, Sept. 23, sea, Glenmorag.
Eosworth, Wm., 54, carpenter, Newport, Mon., pneumonia, Jan. 21, sea, Wyoming.
Edwards, Moses, 42, mate, British, drowned, Feb. 25, W. I. Radcliffe.
Eklof, Chas., 35, Finland, choleraic diarrhoea, Oct. 23, Hiogo, Champion.
Evenson, Anton, 20, A.B., Moss, Norway, fall from aloft, Oct. 25, sea, Norcross.
Falconer, Chas., vessel missing since Aug. 24, Baltic, Renown.
Fanstone, Alfred, 18, coal trimmer, Southampton, typhoid fever and bronchitis, Jan. 5, Rio, Thames.
Farrington, James (P.), 22, seaman, British, phthisis, Feb. 25, sea, Clan Buchanan.
Fea, Peter, 64, master, Kirkwall, Jan. 23, Pasocroan, Woodville.
Feilhauer, F., 48, A.B., Germany, heart disease, March 17, Middlesbro', Etona.

Felix, Otto, 19, A.B., Germany, drowned (fell from jibboom while loosing flying jib, Aug. 23, sea, Ordovic.
Ferris, John, 29, fireman, Londonderry, carcinoma (intestine), Feb. 18, Malta, Discovery.
Fernandi, Joseph, 22, A.B., Valparaiso, drowning (while returning to ship from shore, boat capsized), Nov. 24, La Guayra, Venezuela, Kathleen.
Findlow, W., 28, 2nd cook, Liverpool, heart disease, March 1, Rimutaka.
Form, H., 26, A.B., Germany, unknown (sickness), March 24, 1890, Rio, Hampstead.
Forshaw, Alexr., 50, master, Lancaster, bilious fever, Jan. 17, S. Hospital, Demerara, Bel-larena.
Foster, Daniel, 52, master, Whitstable, inflammation of the lungs, March 13, Chey Chase.
Gaffney, Andrew, fireman, scalded through an escape of steam from the boiler, March 13, hospital, Gibraltar, Bellingham.
Gardner, Ben, 50, A.B., Truro, July 15, sea, Aristides.
Gibbons, Thos. Patrick, 14½, cook (under special agreement) Co. Mayo, drowned (thrown overboard by a sudden lurch of the vessel), Jan. 20, North Sea, Hilda.
Gibson, Wm., 44, storekeeper, Belfast, Jan. 5, Agnews, California, Duchess of Albany.
Gilchrist, Duncan, 30, mate, Bowmore, I-lay, thrown overboard on sudden lurch of vessel and lit of main boom, when holding on to main sheet, Feb. 28, off Mull of Cantyre, Christina.
Glass, John, 41, 2nd mate, Sunderland, pulmonary phthisis, Feb. 17, Sunderland, Queensland.
Goggin, Edward, 30, A.B., Cork, phthisis, Sept. 10, Montreal General Hospital, Lake Superior, Dis. July 29.
Goodman, George, 19, O.S., London, fell from aloft, March 19, hospital, Alloa, Lord Shaftesbury.
Graham, George Baker, 15, apprentice, Aberdeen, inflammation of the bowels, Dec. 16, sea, Craigend.
Grant, James, 46, mate, washed overboard, Dec. 16, Clifford.
Guttorsen, Albert L., 30, A.B., Norway, fell overboard in rough weather, Sept. 29, sea, Carbt Castle.
Harsant, Albert, 16, London, drowned, March 27, 10.30 a.m., River Humber, Caleb.
Harris, Thos., 63, mate, Cardigan, vessel lost by collision, Oct. 24, off Hartlepool, Ernest.
Harding, James, 44, cook, London, drowned, Feb. 24, Princess Channel, River Thames, Mequinez.
Harding, John, 24, deck hand, fisherman, Grimsby, fell or was washed overboard, March 4, North Sea, Beatrice Mabel.
Hart, Charles Thomas, 64, master, British, fell off a plank when going from wharf to ship, Feb. 6, Millwall, Mary.
Hart, John, 43, steward, Bristol, drowned (returning to ship from shore at night), March 2, Middlesbro', James Shaw.
Hatfield, John Lyon, 17, O.S., Liverpool, fall from mainmast (while loosing mizzen topmast stay-sail), Oct. 17, 1889, sea, Ophelia.
Hedley, Wm. James, 26, 3rd engineer, Belfast, drowned (returning to ship from shore), March 12, midnight, Penarth Dock, Millfield.
Hedley, Thos., 65, A.B., Sunderland, drowning (fell overboard while securing tarpaulins during snowstorm, vessel rolling violently), Mar. 9, near Start Point, Prodanio.
Hewitt, J. M., 35, sailmaker, Maryport, fell from fore yard of ship (on to rail and then into dock) when bending sails March 11, Senhouse Dock, Maryport, King Malcolm.
Hill, John, 27, 2nd hand, Exeter, drowning (through collision), March 3, off the Start, Dazzler.
Holt, W., 63, painter and lamptrimmer, Manchester, Nov. 4, Sydney, N.S.W., Mitiades.
Hovi, M., 23, A.B., Norway, unknown (sickness), July 23, Rio, Port Yarrock.
Howe, John, 19, O.S., Liverpool, washed off jibboom when going out to furl outer jib, March 10, sea, Sierra Parima.
Hughes, Griffith, 50, mate, Pwllheli, drowned, Dec. 19, Porthtown Beach, Albert.
Humphreys, James, 52, boatswain, Aberystwith, injuries (thrown against railings by roll of vessel), Feb. 15, sea, W. I. Radcliffe.
Ibbertson, Frank, 33, A.B., Liverpool, unknown, Sept. 1, Rio, Ragnar.
Jackson, Edward, 38, fireman, Chatham, drowned (whilst going on board), March 22, Ibraila, Ninian Stewart.
Jansen, Everard, 19, A.B., Belgium, Brussels, fell overboard, Feb. 19, Rosario, Kennett.
Johnson, A., yellow fever, May 9, Rio, Salacia.
Jones, Emanuel, 68, mate, Portmadoc, diarrhoea, March 19, hospital, Gibraltar, Linus.
Jones, Thos., 23, cook, British, washed overboard, March 9, Gunfleet Sands, J. W. Bebell.

- Johnson, Oden, diarrhoea, May —, Rio, Eva Lynch.
Kain, Henry, 18, O.S., London, low fever, Dec. 20, sea, Lima.
Keefe, James, 25, fireman, Birkenhead, drowned, Feb. 3, Campana, R. Parana, Bishopsgate.
Kemmett or Kimmitt, J., 37, scalp wound and fracture of the skull, Nov. 21, Calcutta Hospital, Outhona.
Kennedy, P. J., 23, fireman, Hammersmith, Feb. 18, Red Sea, Jelunga.
Kimber, Thos. E., 49, master, Burton, Bradstock, drowned (vessel wrecked), Jan. 6, Goodwin Sands, Crocodile.
King, Joseph, 25, A.B., Liverpool, washed overboard (missing), Feb. 16, sea, Angerona.
Kjeldsen, Jacob Christian, 30, 3rd hand, fisherman, Denmark, drowned (boat capsized), March 11, North Sea, Toiler.
Lackey, Michael, 19, phthisis, Nov. 13, Valparaiso, Shalimar.
Law, Alexander, 55, 1st engineer, Glasgow, Jan. 8, Hankow.
Lawson, C., 16, cabin boy, London (Clapton), fell overboard, March 17, North Sea, Sequel.
Lemin, W. H., 33, master, Almweh, washed overboard, March 9, Gunfleet Sands, J. W. Bebell.
Lembeke, C., 29, A.B., Germany, Ferrara.
Leslie, James, St. John, N.B., bronchitis, Aug. 20, Rio Janeiro, Suzerain.
Lindquist, J., 31, cook, Russian Fin, Helsingfors, consumption, Feb. 2, sea, Niobe.
Lister, J. M., 37, O.S., London, general debility, Jan. 20, sea, Douglas.
Loumean, —, apprentice, drowned (vessel stranded), Dec. 17, Madagascar, Sea Queen.
Lovett, C. H., 50, A.B., London, acute pneumonia, Feb. 16, Rimutaka.
McCabe, Thomas, 38, fireman, Galway, Oct. 12, sea, Victoria.
McCracken, John, 31, fireman, Belfast, burns (effects of explosion of a tank of spirits), Jan. 31, hospital, Santos, Chichester.
McDonald, Edward, 17, cook and O.S., Liverpool, drowned (vessel wrecked), Dec. 19, Porthtowan, Beach, Albert.
McEvoy, Joseph, 28, fireman and trimmer, Cheshire, Oct. 11, sea, Palamed.
McGarry or Morgan, John, 24, A.B., Belfast, fell from aloft (cleaning jigger mast), Feb. 15, Northern Hospital, Liverpool, Adriatic.
McGee, Alexr., 23, A.B., Fraserburgh, vessel missing since Aug. 24, Baltic, Renown.
McGerrow, Fred., steward, British, fever, Sept. 28, Guayaquil, Lautaro.
McIntosh, Hugh, 31, A.B., Sydney, C.B., drowning (missed his hold when coming in from getting jib sheets ready to set), Dec. 11, 1889, Liverpool Bar, Iron Crag (joined same day).
McKay, Geo. D., 43, master, North Shields, rupture of an aneurism, March 25, Dunkirk, Lodore.
McLean, Donald, 21, mess-room steward, Campbelltown, burning (fire in forecabin at night), Feb. 13, Newport, on board, Calliope.
McLuskey, John, 26, fireman, Glasgow, burning (fire in forecabin at night), Feb. 13, Newport, on board, Calliope. Dis. Feb. 12.
McManus, James, 22, trimmer, Liverpool, buried in coals by displacement caused by rolling of ship, Feb. 25, sea, Celtic.
Mabrook, Com., 28, trimmer (on Asiatic agreement), Aden, acute laryngitis, March 14, London Dock, Algham.
Marhood, Ralph, 23, fireman, English, drowning, March 9, River Avon.
Marshall, John, 18, ordinary seaman, Maryhill, vessel missing since Aug. 24, Baltic, Renown.
Marshall, W. H., 19, O.S., Swansea, vessel lost by collision, Jan. 11, off Cornwall, Almsford.
Masson, John, 50, A.B., Denmark or Norway, Sept. 29, hospital, Rio de Janeiro, Nor' Wester.
Miller, Frank I., 27, general servant, Wandsworth, typhoid fever, Feb. 13, sea, Cuzco.
Mitchel, Charles, 23, A.B., London, drowned (vessel stranded), Dec. 19, Porthtowan Beach, Albert.
Mitchell, D., 38, donkeyman, Montrose, yellow fever, Aug. 26, Philadelphia, Blakemoor.
Möller, F., 25, steward, Sweden, peritonitis, July 26, Rio, James Watt.
Moore, John, 36, mate, Newquay, Cornwall, drowned (vessel foundered), Nov. 6, Beaumaris Bay, Western Star.
Morris, George, 17, O.S., British, washed overboard (while securing life-boat cover), Jan. 26, sea, Abington.
Morgan, John. See McGarry.
Mullen or Mulling, J. B., 723, ? A.B., ? W. Indian, consumption, July 23, Philadelphia, G. W. Wolff.
Munro, Donald, 44, master, Kessock, Ross-shire, supposed drowning (by falling overboard when hauling in the log), Feb. 25, sea, about Land's End, Glen Tassar.
Murray, P., 23, fireman, North Shields, yellow fever, Aug. 25, Philadelphia, Blakemoor.
Musgrove, James, 33, A.B., Nassau, oroya fever, Jan. 29, Callao, Assel.
Napier, Jas. A., 20, A.B., English, quinsy, Oct. 19, sea, Oamaru.
Norris, Alfred, 17, O.S., London, drowned (vessel stranded), Dec. 19, Porthtowan Beach, Albert.
Oaten, John, 19, A.B., Port Isaac, fell overboard and drowned (from lower topsail yard), March 9, off E. Goodwin Lightship, Deveron.
Olsen, Thomas, 44, carpenter, Norway, small-pox, Jan. 30, sea, Pocasset.
O'Neill, Danl., 48, mate, Irish, found drowned (supposed when returning to ship at night to have fallen from quay), March 21, Workington, Harriet Julia.
O'Reilly, Thomas, 38, A.B., Dublin, supposed heart disease, Feb. 23, off Point Lynas, Hector.
Palmer, George, 52, mate, Aberdeen, vessel missing since Aug. 24, Baltic, Renown.
Parry, Rice, 17, O.S., Bangor, exposure in rigging, vessel stranded, March 10, Gunfleet Sands, J. W. Bebell.
Pascoe, James, 18, O.S., Liverpool, fell overboard while overhauling the mizen lower topsail, Dec. 13, sea, Loch Tay.
Pearson, Albert, 21, O.S., London, Nov. 14, Genoa, Jane Slade.
Petersen, N., 30, cook, Danish, consumption, Nov. 23, sea, Fingal.
Pettersen, C., 30, A.B., Norway, carried overboard with mast and yard owing to rope breaking, Feb. 9, sea, Marlon.
Poppie, Frederick, 33, A.B., Holland, Aug. 25, Cape Horn, Tythonus.
Pringle, Amor or Amos, 21, A.B., Jamaica, supposed killed by lightning, went over vessel's side with topgallant mast (was furling the royal), Feb. 1, sea, Algoma.
Prowse, Wm., 49, skipper, Plymouth, heart disease, March 2, Plymouth, Eureka.
Rae, George, 23, cook and A.B., Aberdeen, vessel missing since Aug. 24, Baltic, Renown.
Ramsay, David (P.), 66, master, Kirkcaldy, syncope, Dec. 3, sea.
Rantaman, A.B., 23, A.B., Finland, anemia, May 12, Rio, Alexander Keith.
Rapol, Fernando, 46, lamptrimmer, Manila, phthisis, Nov. 1, hospital, Hong Kong, Singan.
Redmond, Edward, 23, A.B., Belle Isle, Newfoundland, drowned, March 4, sea, Miranda.
Reed, Wm., 27, 2nd mate, British, drowned, Feb. 26, sea, Inventor.
Rhodes, Thos., 36, master, Lancaster, vessel lost by collision, Oct. 24, off Hartlepool, Ernest.
Riches, Edward Harreen, 25, A.B., Brightlingsea, vessel wrecked, Jan. 25, North Sea, Glance.
Roach, See Roche.
Roach, Patrick, 34, A.B., Glasgow, phthisis and asthenia, Feb. 23, Seamen's Hospital, Greenwich, Sarah and Emma.
Robertshaw, Arthur, 18, apprentice, London, drowned (by swamping of boat), July 25, Victoria, B.C., Wanlock.
Roberts, Humphrey, 46, master, Barmouth, drowned (vessel stranded), Dec. 19, Porthtowan Beach, Albert.
Roberts, Thomas, 24, master, Welsh, knocked overboard by tiller, March 10, River Conway, Agnes.
Roche or Roach, Thomas, 37, fireman, Wexford, fell from ladder leading from quay to ship, when returning to ship at night, March 18, Blyth, Ranzani.
Roe, Nicholas, 27, A.B., Wicklow, drowning (missing, last seen going over the bows, weather very fine, water smooth), Dec. 3, sea, Ocean Rover.
Ruffell, Wm., 59, A.B., Brightlingsea, drowning (vessel wrecked), Jan. 25, North Sea, Glance.
Saville, Wm. James, 16, boy, Grays, Essex, drowning (thrown overboard by collision with s.s. "Vascongada"), Feb. 14, Richard.
Shard, H., 29 or 30, A.B. and quartermaster, Chester, cholera, Dec. 29, Howrah General Hospital, Calcutta, Arava.
Shilton, Ernest, 22, 2nd mate, Plymouth, washed off bowsprit or jibboom when going to furl the outer jib, March 10, sea, Sierra Parima.
Shirracher, Franz, 24, fireman, German, Konigsberg, heart disease, Dec. 28, sea, Ocean Prince.
Sinclair, Charles Lamb, 41, 1st engineer, Sunderland, typhus fever, Jan. 28, sea, J. W. Taylor.
Smart, F., 89, 2nd steward, England, supposed to have gone overboard, March 3, Grantully Castle.
Smith, Edward, 40, master, Arbroath, Jan. 26, Charleston, S.C., *Tessa*.
Smith, George Milner, 38, master, English, fell from plank when going on board ship at 4 a.m., March 8, Seville, Joseph.
Smith, Horates or Herestes, Jan. 2, sea, Albrecht.
Stapleton, John, 14, cook, Bude, severe weather (all sails carried away; galley, &c. swept overboard), March 10, English Channel, Ant.
Snell, Hy., 37, A.B., British, drowned, Feb. 26, sea, Inventor.
Steeves, James Nelson, 44, master, Hillsboro', N Brunswick, abscess of liver and empyema, Feb. 18, 1890, Royal Southern Hospital, Liverpool, *Petitodiac*.
Steinhausen or Steinkausen, Max, 19, A.B., Germany, drowned (supposed to have fallen overboard from top-gallant forecabin deck when putting the jib sheet over), Dec. 16, English Channel, Candidate.
Stevens, Nathan, 39, A.B., Delaware, unknown; supposed to be some internal disorder, Oct. 27, Che-hire.
Storey, Alexander, 46, master, Monkwearmouth, abscess of the liver, Feb. 26, Deaconesses Hospital, Alexandria, James Cameron.
Stuart, Thomas, 34, mate, Aberdeen, heart disease, Jan. 18, Barbadoes, *Jane Brown*, dis. Sept. 16.
Sugden, Wm., 33, fireman, Birkenhead, drowned (fell from gangway returning from shore to ship), Dec. 31, 1 a.m., Boca, Buenos Ayres, Heliades.
Taylor, Wm., 44, A.B., Ramsgate or Margate, heart disease, Feb. 16, hospital, Port Elizabeth, Dunrobin Castle, dis. Jan. 15.
Taylor, Wm. J., 32, cook, Nassau, phthisis, Oct. 22, Valparaiso, Beatrix.
Teas, John, 38, A.B., A.B., Halifax, N.S., rheumatism, Oct. 15, Rio de Janeiro, Boadicea.
Thomson, John, 21, O.S., Leith, drowning, Feb. 16, River at New Orleans, Palmas.
Tillett, Thos., 46, master, Brightlingsea, drowned (vessel wrecked), Jan. 25, North Sea, Glance.
Tillett, Willy George, 19, O.S., Brightlingsea, drowned (vessel wrecked), Jan. 25, North Sea, Glance.
Tomlinson, Thomas, 51, 1st engineer, Liverpool, from accident on shore at Yokohama, Jan. 27, sea, Gaelic.
Turton, Cecil Joseph, 16, apprentice (first voyage), Calcutta, fall from aloft while loosing royal, Jan. 27, sea, County of Roxburgh.
Unknown, chief cook, drowned (vessel lost by collision), Aug. 23, Sydney, N.S.W., Centennial.
Vanwell or Van Well, C., 54, cook, Amsterdam, ? hospital, Calcutta, Kentmere.
Verrast, Peter, yellow fever, July 29, Rio, Grande.
Vincent, Jeremiah, 47, A.B., Brightlingsea, drowning (vessel wrecked), Jan. 25, North Sea, Glance.
Walker, John, 53, carpenter, Workington, pneumonia, March 12, St. Vincent's Hospital, New York, America.
Wallace, Thomas, 40, chief engineer, Salcoats, burns (effects of explosion of a tank of spirits), Feb. 1, hospital, Santos, Chichester.
Walters, Joseph, 50, A.B., Windsor, Nova Scotia, Dec. 22, Marine Hospital, St. John, Capute.
Waterson, Wm., 16 or 17, cook, Pt. St. Mary, Isle of Man, drowned (vessel foundered), Nov. 6, Beaumaris Bay, Western Star.
Watson, Frederick George, 16, cook, apprentice, Petersfield, Hants, Feb. 25, North Sea, Jessie Scivell.
Watson, Robt., 65, master, Port Glasgow, general decay and failure of heart's action, Jan. 8, Carthage, s.s. Caribbean.
Watson, A. G., 23, 2nd mate, Beverley, fell down hold (while putting on hatches), Mar. 4, sea, s.s. Sheerness.
Waugh, Henry R., 19, engineers' steward, South Shields, found drowned; probably slipped overboard in getting from quay to ship at night, Jan. 29, River Tyne, s.s. Faraday.
Weakley, James, 63, fireman, Portsmouth, heart disease, Mar. 19, Oariff Roads, s.s. Speedwell.
Weeks, C., 31, caries of bone, Oct. 30, Calcutta Allanshaw.
Welsh, James, 32, fireman, Monaghan, Feb. 13, sea, s.s. Etruria.
Weymouth, Wm., 16, assistant cook, Brixham, drowning (through collision), Mar. 3, off the start, Dazzler.
Whitley, George, 38, 2nd engineer, Belfast, effects of explosion of a tank of spirits, Jan. 30, Santos, s.s. Chichester.
Whyte, John, 38, cook and steward, Newcastle, consumption, Feb. 9, 1890, Fernandine, Junak.
Williams, John, 26, fireman, Liverpool, burns; effects of explosion of a tank of spirits, Feb. 1, hospital, Santos, s.s. Chichester.
Williams, William, 52, 2nd mate, German, dysentery, Mar. 21, sea, s.s. Chichester.
Williams, John, 15, assistant cook, Birkenhead, accidental death (shock through injuries received from being drawn into winch while in motion), Feb. 26, Milford Haven, s.s. Great Western.
Williamson, Adam, 37, 1st mate, Kirkcudbright, heart disease, Dec. 5, sea, Loch Ken.
Wills, John, 40, 2nd hand, Beesands, Devon, drowning (through collision), Mar. 3, off the Start, Susie Patey.

Wilson, James Dunn, 50, ? mate, Sunderland (after a short illness), Aug. —, Lyttelton, N.Z.
Wynn, Joseph, 20, A.B., Lancashire, fell overboard from main royal yard during snow storm, Mar. 8, off Flamboro' Head, Glenshee.

SHIPS SPOKEN.

Anamba, English ship, Iquique to Falmouth, April 2.
Arklow, St. John (N.B.) to Dublin, March 30, 41 N, 52 W.
Angelita, Moglia, bound north, March 29, 1 N, 29 W.
Andola, of Liverpool, steering south, Feb. 27, on the Line, 27 W.
Anglo-Norman, London to Brisbane 28 days, all well, Mar. 4, 1 N, 26 W.
Bessie May, British brig, Port Spain to Delaware Breakwater, April 1, 29 N, 68 W.
Beechdale, from Iquique, March 13, 9 N, 32 W (ship very foul).
"Bridwood," iron barque, steering south, April 5, 50 N, 8 W.
Bengal, for St. Nazaire, March 20, 31 N, 69 W.
Bencleuch, all well, April 2, 49 N, 8 W.
"Berwickshire," s, bound east, March 28, 49 N, 34 W.
China, Leith to Cape Town 11 days, Mar. 25, 37 N, 17 W.
Cambroune, French barque, Pensacola to Senegal, Feb. 26, 24 N, 83 W.
Clarence, barque, of Newport, April 10, 47 N, 14 W.
City of Montreal, ship, steering SE, for Rio Janeiro, March 13, 35 N, 62 W.
"Dunskeig, of Glasgow," Sydney to London, March 22, 43 N, 29 W.
Edam, s, Rotterdam to Baltimore, April 6, 48 N, 24 W.
Erycina, English barque, steering south, March 23, 15 N, 26 W.
Eulalia, of Gothenburg, Jamaica to Hamburg, March 31, 43 N, 27 W.
Gaston and Maurice, brigantine (JKFO), WS W, April 7, 43 N, 7 W, at Glasgow.
Gateacre, for Channel, March 26, 4 N, 28 W.
Gothenburg City, British steamer, bound east, April 11, 50 N, 13 W.
Glenorchy, London to San Francisco, Feb. 6, 22 N (before reported 2 N), 22 W.
Gateside, of Swansea, bound east, April 6, 49 N, 11 W.
Governor Goodwin, Singapore to New York, Dec. 31, off Java Head.
Gebrudar, for Valparaiso, 58 S, 66 W.
Geraldine, barquentine, of Salcombe, steering east, April 10, 40 N, 24 W.
Lady Ruthven, iron ship, River Tees to Adelaide, all well, April 8, 54 N, 12 W.
Latona, New York to Valparaiso, all well, Mar. 19, 22 N, 32 W.
Marion, supposed barque, supposed bound to Gars-ton, April 6, off Galley Head.
Mercia, for Valparaiso, April 6, 49 N, 11 W.
"Mowhawk," iron barque, of Dundee, Iquique for Falmouth, Dec. 11, 29 S, 86 W.
Neptuno, s, New York to Montego Bay, March 24.
Nadia, Pensacola to Rio Janeiro, April 1, 26 N 79 W.
Onward, Norwegian barque, March 31, 37 N, 22 W.
Ocampo, s, all well, March 30, 44 N, 12 W.
Payta, British barque (HMPS), March 18, 35 N, 16 W.
Pericles, for Sydney, "March 24," 40 N, 13 W.
Pioneer, of Fredrikshavn (? Fredrikshald), all well, 46 N, 8 W.
Rossdhu, ship, of Greenock, steering north, March 3, 3 N, 30 W.
Ragna, for Table Bay, March 24, 4 S, 32 W.
Recovery, for New York, April 3, 51 N, 10 W.
Rollo, English ship, bound NE, April 1.
Ramona, Swansea to "Iquique," Feb 23, on the Line, 25 W.
Stronsa, bound south, Feb 26, 1 N, 26 W.
Skiblandner, Newport to Barbadoes, March 16, 22 N, 37 W.
Servia, Baltimore to San Francisco, Jan. 18, 47 S, 62 W.
St. Mary's Bay, barque, steering west, all well, Jan. 27, 55 S, 63 W.
Topaze, s, of London, bound east, April 10, 49 N, 44 W.
Vale Royal, British barque, for New York, March 23, lat. 39 N.
W. F. Jewett, Umpqua (via San Francisco) to Antofagasta, March 16, 18 N, 124 W.
Western Belle, barque, London to New York, March 25, 37 N, 74 W.
Walter H. Wilson, ship, New York to Calcutta, steering south, March 2, 4 N, 28 W.

HOMEWARD BOUND.

The following vessels have been reported as home-ward bound since the last issue of SEAFARING:—
Architect s left New Orleans April 12, for Liverpool
Ashbrook s clrd at Wilmington Mar 27, for London
Apollo, Carlsen, left Pascagoula April 9, for London
Ardenclutha left Bassein April 7, for Channel
Anna P Brazia clrd at Rangoon Mar 4, for Channel
Alice, Voigt, left Rio Janeiro April 3, for Channel
Amethyst s left Galveston April 9, for U K
Audacia left Savannah April 10, for U K
Accrington, Lindston, left Rio Janeiro Mar 14, for Cardiff
Arbutus l-ft St John, NB, Mar 25, for Crookhaven
Apollo s left New York April 10, for Hull
Bawmore s left St. Vincent April, for Liverpool
Benin s left Lagos April 13, for Liverpool
Bengal s left Brindisi April 11, for London
Bolgen, Eveassen, left Minatitlan Feb. 28, for Queenstown
Bacchus, Steward, left San Francisco March 23, for Queenstown
Ben Cruachan, Roberts, left Calcutta April 9, for Dundee
Brunel s left Norfolk April 8 for U K
Bayonne s left New York April 9, for U K
Broughton left Porto Cabello Feb. 26, for Swansea
City of Chicago s left New York April 8, for L'pool
Canterbury left Oamaru Mar 31, for London
Castor left Wellington April 7, for London
Corinth, Littler, left Launceston Feb 25, for Ldn.
Clan Alpine s left Madras April 7, for London
Clan Grant s left Calcutta April 8, for London
Clyde, Rive, clrd at Trinidad Mar 13, for London
City of Khios s left Calcutta April 7, for London
Capella s left Calcutta April 10, for London
Ching Wo s left Higo April 10, for London
Caswell left Rosario Feb 28, for Channel
Cape York left Melbourne April 8, for Channel
Corona s left New Orleans April 8, for U K
Christiana left Savannah April 9, for U K
Cannte left Mobile April 9, for U K
Catalan s left Norfolk April 11, for U K
Christine, Hytt, left Jamaica Mar 19, for Goole
Dominion s left Portland, Me, April 8, for Liverpool
Drummond Castle s left Cape Town April 8, for London
Devonia s left New York April 6, for Clyde
Dunfermline left Rangoon April 13, for Liverpool
Editor s left New Orleans April 5, for Liverpool
Eden Hall s left Bombay March 11, for Liverpool
Explorer s left New Orleans April 12, for L'pool
Ellisland, Large, clrd at Singapore March 2, for Channel
Errol, M'Millan, left Pisagua April 6, for Channel
Effective s left Coosaw March 30, for U K
Egeria left Brunswick April 7, for U K
Friedrich W Jebens clrd at Wilmington Mar 27, for London
Fleetwood left Banjoewangie Feb 4, for Q'stown
Friederike, Hertmuller, left Rio Grande Mar 6, for Falmouth
Ferdinand Fischer left Valparaiso March 25, for Falmouth
Freya left Ponce PR March 10, for Falmouth
Forfarshire, Collingwood, left Port Augusta Feb 27, for Channel
Firth of Forth, Oates, left Port Germein Feb. 24, for Channel
Fontenay left Talcahuano March 23, for Channel
Glenartney s left Suez April 3, for London
Gulf of Venice s left Adelaide April 7, for L'nd'n
Gilead, Olsen, left Buenos Ayres Feb 6, for Falm'th
Giuseppe Pignone left Rosario Feb 17, for Channel
Glencorse, Mancon, left Adelaide Feb 25, for Channel
Georg left New York April 6, for U K
Grasbrook s left Philadelphia April 8, for U K
Galileo s left New York April 9, for U K
Grassendale, Green, clrd at San Francisco, Mar 31, for Hull
Hippomenes s left Madeira April 4, for Liverpool
Hugo s left New Orleans April 8, for Liverpool
Highland Scott s left River Plate April 9, for L'pool
Hankow s left Singapore April 13, for Liverpool
Hesperia s left Colombo April 3, for London
Holland s left New York April 2, for London
Ho'kar s left Philadelphia April 5, for London
Hampshire s left Amoy April 3, for London
H-nrietta left Black River, J, Mar 6, for Queenstown
Hibernian s left Philadelphia April 9, for Glasgow
Hedwig to leave Laguna Mar 23, for Channel
Hong Kong left Charleston April 6, for U K
Helmsey s left Newport News April 8, for U K
Iberia s left Monte Video April 2, for Liverpool
Idar s left Bombay April 8, for Liverpool
Ituni s left Demerara April 7, for London
Imberhorne left Port Augusta April 6, for Channel
Ilala, Parsell, clrd at Melbourne Mar 2, for Channel
Inglewood left Talcahuano April 6, for Channel
Indian Prince s left New Orleans April 6, for U K
Jumna s left Suez April 3, for London

Johan Irgens, Iversen, clrd at Pascagoula Mar 23, for Grangemouth
Jersey City s left New York April 6, for Swansea
Keemun s left Colombo April 6, for London
Khedive s left Suez Mar 3, for London
Khios s left Calcutta April 8, for London
Kammerherre Schutte clrd at Trinidad Mar 17, for Queenstown
Khalif s left New Orleans April 6, for U K
Kongbyid left St John NB Mar 26, for Limerick
Longhirst s left Fernandina April 9, for London
Lalla Rookh left Iquique April 11, for Channel
Michigan s left Boston April 7, for Liverpool
Merikara s left Naples April 6, for London
Miltiades, Vincent, left Lyttelton April 3, for Ldn
Montana s left Baltimore April 4, for London
Mombassa s left Colombo April 6, for London
Menelaus s left Penang April 5, for London
Missouri s left Philadelphia April 7, for London
Manitoba s left Philadelphia April 2, for Clyde
Mount Tabor left Iquique April 8, for Channel
Mary Anning s left Charleston April 8, for U K
Maraval, Beith, left Astoria O March 24, for U K
Magdalene s left Lisbon April 7, for Southampton
Nubia s left Port Said April 4, for Liverpool
Na-tor s left Suez April 3, for London
Nessmore s left Baltimore April 7, for London
Nestre Madre left Rangoon April 7, for London
Neutral clrd at Belize Feb 17, for Falmouth
Niels Juel left Rio Hache Feb 21, for Falmouth
Norwegian s left Boston April 8, for Clyde
Nachtigal left Banjoewangie Jan 28, for Channel
Obidense s left Para April 2, for Liverpool
Ohio s left Philadelphia April 8, for Liverpool
Oswin s left Newport News April 8, for Liverpool
Orizaba s left Suez April 4, for London
Orient s left Colombo April 8, for London
Ormuz s left Adelaide April 8, for London
Oopack s left Hong Kong April 9, for London
Ocean Belle, Williams, clrd at Trinidad March 26, for Queenstown
Orpheus left Banjoewangie Feb 13, for Queenstown
Oviagean Grange s left Buenos Ayres April 4, for Channel
Orbo s left Newport News April 4, for U K
Orchomene, Nicholas, clrd at San Francisco March 31, for Fleetwood
Orinoco s left Barbadoes April 11, for Southampton
Pavonia s left Boston April 11, for Liverpool
Peggy left Carbarete March 2, for Liverpool
Pakeha s left Tenerife April 8, for London
Pekin s left Marseilles April 10, for London
Patroclus s left Calicut April 4, for London
Pembroke Castle s left Cape Town March 28, for London
Peri left Bluff Harbour April 9, for London
Pactolus, Bamba, clrd at Trinidad March 19, for London
Paul Marie, Lecorre, left Monte Christi Feb 23, for Falmouth
Pegasus left Ascension March 24, for Dundee
Plinio, Figari, left Rangoon Feb. 10, for Greenock
Pons Aelii left Charleston March 16, for Greenock
Patterdale left Columbia River April 5, for Channel
Pocasset s left Norfolk April 8, for U K
Prudentia s left Philadelphia April 7, for U K
Parkgate s left New Orleans April 13, for U K
Prudoe left Salt River, J, March 7, for Alcoa
Providenza R clrd at Pensacola March 31, for Tyne
Rufford Hall s left Perim April 4, for Liverpool
Rokeby Hall left Coquimbo April 7, for Liverpool
Richmond Hill s left New York April 6, for London
Rome s left Bombay April 7, for London
Ryfyike, Knudsen, left Maracaibo Feb 26, for L'nd'n
Rajore, Lloyd, left Calcutta March 14, for Dundee
Ramon de Larinaga s left Newport News April 7, for U K
Red Sea s left New Orleans April 9, for U K
Servia s left New York April 11, for Liverpool
Star of Bengal left Newcastle, NSW, April 7, for London
Strathdon s left Sydney April 8, for London
Saturnina s left Norfolk April 8, for U K
Salsette left Melbourne April 9, for U K
Teutonic s left New York April 8, for Liverpool
Tuscany s left Buenos Ayres April 6, for Liverpool
Teucer s left Colombo April 6, for London
Tutterina, left Rio Grande March 6, for Falmouth
Tinto Hill left Rangoon April 1, for U K
Theodor Fischer left New York April 4, for U K
Tell left Galveston April 6, for U K
Treglisson s left Akyab April 4, for U K
Tenasserim s left Rangoon April 8, for U K
Trinacria s left New York April 9, for U K
Thomas Anderson s left New York April 9, for U K
Umkuzi s left Natal April 8, for London
Virginian s left Boston April 8, for Liverpool
Vale of Doon s left Iquique April 7, for U K
Worsley Hall s left Gibraltar April 4, for Liverpool
Wistow Hall s left Suez April 11, for Liverpool
Wicklow s left Brisbane Feb. 28, for London
William Cochran left Brunswick April 8, for U K
Zurich s left Jamaica Mar 25, for London
Zelmira left Brunswick April 10, for U K

SEAFARING MEN SHOULD JOIN WITHOUT DELAY,

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Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- AARHUS.**—A. Nielsen, Agent, Office, 21, Nørregade.
- ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
- AMBLE.**—G. H. Guthrie, 27, Broomhall-street, *via* Acklington.
- AMSTERDAM.**—H. Wienhuizen, Waterloo Plain, secretary.
- ANTWERP.**—
- ARBOATH.**—J. Wood, 17, Ferry-street, Montrose.
- ARROSSAN.**—W. Galbraith, 59, Glasgow-street.
- ARKLOW.**—P. Bolger, Main-street.
- BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
- BARRY DOCK.**—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadroxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
- BELFAST.**—R. Price, 41, Queen-square.
- BIRKENHEAD.**—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.
- BLYTH.**—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
- BO'NESS.**—John O. Nel, Pierhead. Office hours, 9 a.m. to 5 p.m.
- BOSTON.**—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
- BREMERHAVEN.**—F. Fintchens, Buergermeister, Sinit Strasse, secretary.
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- BURNTISLAND.**—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
- CARDIFF.**—John Gardner, Sailors' Union Institute, West Butte-street, secretary Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
- COPENHAGEN.**—Branch office, Ostergade 32 Thalia. Meeting, Wednesday, 7 p.m.
- CORK.**—Michael Austin, 6, Patrick-street.
- DOVER.**—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
- DROGHEDA.**—Thos. McKevitt, Quay-st., Dundalk, sec. Agent in Drogheda, T. Fitzgerald, 6, North Quay, Drogheda. Meeting, Friday, 7.30 p.m.
- DUBLIN.**—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
- DUMBARTON.**—J. McNee, Kirk-street, agent.
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- DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Purbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
- DUNBARVAN.**—P. Power, 5, St. Mary-street.
- FLEETWOOD.**—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

- GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday 7.30, at 102, Maxwell-street. Telephone 3184.
- GOOLE.**—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
- GOTHENBURG.**—C. S. Neilson, secretary, No. 31, Stigbergsgatan. Office hours, 9 to 1 and 2 to 6. Meeting every Wednesday evening at 8, in Bergsgatan 24.
- GRANGEMOUTH.**—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
- GRAVESEND.**—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
- GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
- GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
- GREAT YARMOUTH.**—Charles Albrough, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.
- GREENOCK.**—G. McNaught, 16, East India Breast.
- HAMBURG.**—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
- HARWICH.**—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
- HULL.**—J. Hill, Unity Hall, and 11, Posterngate, sec.; T. Carr and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. Office, 11, Posterngate. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary. Meeting, Monday, 2.30 p.m.
- KING'S LYNN.**—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.
- LEITH.**—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meeting Tuesday, at 7.30 p.m., Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith. Telephone No. 355.
- LIMERICK.**—F. Reynolds, agent, 24, Windmill-st.
- LIVERPOOL (Branch No. 1).**—H. R. Taunton, Malakoff Hall, Cleveland-square, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.
- LIVERPOOL (Branch No. 2).**—T. Connarty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.
- LIVERPOOL (Branch No. 3).**—J. Conway, 19, Stanhope-street, South Docks.
- LIVERPOOL (Branch No. 4).**—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.
- LIVERPOOL (Tug and Ferryboat Branch).**—Meeting Malakoff Hall, Cleveland-sq., Wednesday evening, 6.30. Delegate, J. Roscoe.
- LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
- LONDON (Tidal Basin).**—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
- LONDON (Tower Hill).**—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11,167.
- LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.
- LONDON (Tug-Boat Branch).**—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.
- LONDON DERRY.**—A. O'Hea, 27, William-street.
- LOWESTOFT.**—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
- MALMO.**—Axel Danielson, Nörregation No. 3b.

MARYPORT.—J. Smith Elliott-yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone No. 5127.

MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

NEWRY.—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.

PETERHEAD.—A. J. Guthrie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.

PENARTH.—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. Beattie, 26, Clive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Nottle-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meeting, Tuesday evening, 7 p.m., at the office.

PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.

PORTSMOUTH.—W. Thorburn, 38, St. John's-road, Threatham.

ROTTERDAM (Holland).—J. R. de Vries, secretary Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.

RUNCORN.—T. H. Thompson, Waterloo Hotel, Top Locks, agent.

SCANDINAVIAN DEPARTMENT.—Victor Backe, sec. Office, 10, Classensgade, Copenhagen.

SEAHAH HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-st., sec; M. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; solicitor, R. Jacks, Esq., 72, King-st. Meeting, Monday at 7 p.m.; committee Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

SHIELDS (North).—George Cowie, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne R.N.R., Weston-grove, president. Meeting Tuesday evening, 8 p.m.

STOCKTON-ON-TEES.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.

WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

WATERFORD.—J. Ayton, 82, Quay.

WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.

WEXFORD.—P. O. Dwyer, Main-street.

WICKLOW.—Thomas Gregory, Main-street.

WHITBY.—Paul Stamp, agent, Fleece Inn.

WHITSTABLE.—J. Donovan, Harbour-street, secretary; J. Tookey, Faversham, agent.

WHITEHAVEN. } John Smith, Maryport.

WORKINGTON. }

YOUGHAL.—J. Collins, Braun-street.

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Members of the above Association can pay their contributions at any of the above Offices, or at any Branch of the National Amalgamated Sailors' and Firemen's Union.

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SAILORS' AND FIREMEN'S UNION NOTICES.

LEVIES.

TO BRANCH SECRETARIES.

The following Branches have unanimously resolved to make a levy of 10s. upon each member for a special fund for strike purposes, whereby each member who so contributes will be entitled to 8s. per week in addition to the strike pay sanctioned by the rules. Branch secretaries are therefore requested to at once collect the levy from all members of Branches which have passed the resolution in favour of the same:—

Aberdeen	London, all Branches
Arbroath	Londonderry
Barry	Middlesbro'
Birkenhead	Montrose
Blyth	Newcastle-on-Tyne
Bootle	Newport
Bristol	Newry
Cardiff	Peterhead
Deptford & Rotherhithe	Plymouth
Drogheda	Seaham Harbour
Dublin	Shields (North)
Dundalk	Shields (South)
Dundee	Stockton
Goole	Sunderland
Grangemouth	Swansea
Green's Home	Tidal Basin
Grimsby	Tower Hill
Hull	West Hartlepool
King's Lynn	Whitby
Liverpool	

Levies from non-local members should be specially marked on the non-local receipts, and remitted each week with non-local moneys. Levies collected from local members should also be remitted to Head Office each week, and entered on the income and expenditure sides of weekly returns.

Any Branch which may not already have decided upon the levy, can do so by passing a resolution in favour of the same, and forwarding it to me, whereupon the names of such Branches will be inserted in the above list.—By Order, J. H. WILSON, General Secretary.

All the London Branches have unanimously adopted the Levy, also the 6d. per week contribution.

DUNDEE BRANCH.

Subscription Sale in aid of the Banner Fund of the above Union. Over 50 Prizes. Tickets 3d. each, to be had from all Branch Secretaries. Drawing to take place on Saturday, June 27, 1891, in Mariners' Hall, Candle-lane. The Winning numbers will be advertised in SEAFARING, also in local papers, the following week.—C. W. MILLAR, Secretary.

ROTHERHITHE BRANCH.

Members of the Deptford Branch are requested to pay up their entrance fees and contributions at once, also the 10s. levy. Any member not complying with this notice will be fined accordingly.—C. WYKES, Secretary.

PENARTH AND BARRY BRANCH.

The offices of above Branch was removed from Sydenham-street to Kingsland-crescent on April 4, 1891. All communications must now be addressed, "Seamen's Union, Kingsland-crescent, Barry Dock."—J. HARRISON, Secretary.

DUNDALK, DROGHEDA, AND NEWRY BANNER FUND.

In aid of a Fund to provide a Banner for these Branches, on Monday, April 13, the following prizes were drawn for:—1st prize, Silk Worked Picture (by a member), worth £4; 2nd prize, Silver Medal (enamelled); 3rd prize, Silver Medal (plain). Winning numbers: 1252, 1st prize; 615, 2nd prize; 594, 3rd prize.

NOTICE TO BRANCH SECRETARIES.

All Secretaries are requested to pay particular attention to all vessels trading from the ports of Wicklow, Arklow, and Dungarvan. Secretaries and outside delegates should insist on seeing their contribution cards, and, if not produced, action should be taken at once.—E. DONNELLY, Organising Secretary for Ireland.

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NOTICES.

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Six Months	3s. 3d.
Three Months	1s. 8d.

SEAFARING will be sent at the same rate, post free, to any of the countries comprised in the Postal Union. All subscriptions must be paid in advance

TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36-40, Whitefriars-street, but to 150, Minories, London, E. All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E. to whom all remittances must be made payable. (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

Seafaring.

SATURDAY, APRIL 18, 1891.

SEAMEN AND THE LABOUR COMMISSION.

The Labour Commission so far seems the fraud that we always said it would be. It is generally condemned, as it deserves to be. The bitterest enemies of Labour to be found in the country have been carefully selected, and the few Labour members as carefully made the minor part of the affair, so that they can carry nothing. The ship owners, of course, are represented, but the Commission being a mere vote-catching trick, and the seamen seldom having votes, the seamen are deliberately excluded. Mr. Plimsoll, it is true, has been placed on the Commission, but his nomination may be regarded, not as intended to give the seamen any voice in the matter, but simply to waste Mr. Plimsoll's valuable time and energies on the long and dreary farce of inquiry, so that he may cease to push the seamen's claims in a more useful and direct manner. Mr. Plimsoll nevertheless intends to give the Commission a fair trial. He will not turn his back upon it until he has proved it to be the fraud that we all suspect it to be. The effect of his washing his hands of the Commission after giving it a trial will, therefore, expose its hostility to Labour more than if he had refused to serve on it at the outset.

THE SEED OF LIBERTY.

It is terribly hard that an innocent man should be imprisoned when his only crime has been to help the seamen against the tyrants and harpies who oppress them and batten on their blood, and Mr. J. H.

Wilson's friends—including not only seamen, but all honest people—are naturally most indignant at his fate. Natural, too, is it that there should be talk of demanding or petitioning for his release; and that we should all like to see him again out of prison need not be said. But that we should go to the Home Secretary with "bated breath and whispering humbleness," petitioning for the release of an innocent man, which should be demanded as a right, is another question. Should the Home Secretary refuse to release Mr. Wilson, the persons who apply for his release will receive a rebuff. Should Mr. Wilson be released he will have avoided part of that martyrdom which will secure him increased popularity and power. No man is really qualified for the position of revolutionary until he has suffered by the existing system till his whole heart is on fire against it, and he is ready to sacrifice even life itself for the cause. The more Mr. Wilson suffers the more opposed to things as they are—consequently, the more popular—he is likely to become. To deprive him of this increased popularity, and get some credit for itself, it is possible that the Government may release Mr. Wilson. That he ought to be set free there can be no doubt, but as the Government had not the decency to order his immediate release when he was sentenced, many of Mr. Wilson's best friends think that the Government should be left to the infamy of purchasing shipowners' influence with the liberty of a Labour leader. When the day of reckoning comes at the polls, we shall see whether the capitalists or the toilers, who are outraged in the person of the seamen's secretary, count for most. Just as the blood of the martyrs is the seed of the Church, so the martyrdom of Mr. Wilson may be the seed of Liberty for seamen.

CUSTOMS AND "TIPS."—The following has been issued:—"Customs Notice to Passengers. By the Customs Consolidation Act, 1876 (39 and 40 Vic., c. 36, section 217), every person who gives, or offers, or promises any bribe, recompense, or reward to an officer of Her Britannic Majesty's Customs as an inducement to him in any way to neglect his duty, is liable to a penalty of £200. The 5th section of the same Act enacts that any officer who accepts any fee, perquisite, or reward for any purpose whatever in connection with his duty shall be dismissed from his office. These enactments will be strictly enforced, and the baggage of any passenger who contravenes the law will be retained for special examination, after the baggage of all the other passengers has been cleared."

ASSAULTING A SEAMAN.—At Falmouth Police Court on April 13, William Lawler, mate of the barque *J. C. Munro*, was charged with assaulting George Collins, a seaman on board the same vessel, on Oct. 25 last. The evidence showed that on the day mentioned, when the barque was on a voyage from Hull to Buenos Ayres and Iquique, the complainant, while in the fore-castle mending his clothes, was ordered by the mate to assist in pumping the ship. He refused, saying that Saturday afternoon was a general holiday for the men, whereupon the mate struck him in the left eye and on the breast. He also took off his vest and offered to fight the complainant. Mr. Fox raised the question of the jurisdiction of the Court, and contended that as the assault was alleged to have taken place on the outward voyage complainant ought to have laid the information before the British Consul at Iquique. A seaman named Hendrikson gave evidence as to seeing the mate strike the complainant on his refusing to pump the ship. The defence denied the assault *in toto*, but the Bench thought the charge to have been clearly proved, and fined the defendant 20s. and 24s. 10d. costs.

NAUTICAL NEWS.

CAPTAIN OWEN ROBERTS, of the schooner *William Owen*, of Portmadoc, to Svendborg, has been drowned in Harwich Harbour by the sinking of a boat in which he left the pier to go on board his vessel at night.

THE master (Pengilly) of the schooner *Queen of the South*, discharging coal at the West Medina Cement Mills, at Cowes, was killed on April 9 by falling over the railway bridge on his way from Newport to the ship.

THE White Star steamer *Teutonic*, from New York, met with a heavy sea, and during a lurch of the ship an able seaman, named Eccleston, fell from the fore boom and received such injuries that he died next day. His body was buried at sea.

THE Board of Trade have awarded a binocular glass to Captain Ernest Ohle, of the German barque *J. Schoentjes*, in recognition of his kindness and humanity to the shipwrecked crew of the British barque *Elizabeth*, of Sunderland, which was abandoned at sea on Mar. 1, 1891.

THE return presented to the Tyne Commission on Thursday shows that 78 steamers and 4 sailing vessels were laid idle in the Tyne at the end of last month. The tonnage was 73,600. This is a reduction in numbers and tons from the return for the end of the previous month.

A TELEGRAM received at Dundee reports the arrival at St. John's, Newfoundland, of the steamer *Polynia* from the Gulf fishing, with a catch of 16,300 seals. Three Dundee vessels have now arrived, their total catch being 71,400 seals. The other Dundee vessel is daily expected at St. John's. The catch up to date is the largest which has been secured for a number of seasons past.

IN the Admiralty Division Mr. Justice Jaunce gave judgment in an action of collision between the steamships *Lyon* and *Otranto*. The *Otranto* was found solely to blame, and her plea of compulsory pilotage was not sustained. The Court afterward heard an action for salvage services rendered by the *Calliope*, s, to the *Baron Elibank*, s, in the Bay of Biscay, and awarded a sum of £2,750.

A REUTER'S telegram, dated Norfolk, Va., April 12, states:—"The yacht *Lancashire Witch*, of the Royal Dorset Yachting Club, which has arrived here, reports that on Feb. 2 last she picked up the captain and five of the crew of a British barque, which had foundered at sea. The castaways, who were in an emaciated condition, having passed many days without food in an open boat, were landed by the yacht at Trinidad.

IN the House of Commons Mr. Buchanan asked whether, in view of the wreck of the ship *Aristides* at Rattray Head, on account of a want of light on the head, steps would now be taken to have a lighthouse erected there at the earliest moment. Sir M. Hicks-Beach said the information at present in his possession with regard to this wreck so far as that it was not caused by the want of a light on Rattray Head. The erection of a lighthouse on that head had been sanctioned, and if the estimates were satisfactory the work would be undertaken within the present financial year.

THE President of the United States has awarded a gold watch and chain to Captain T. N. Marvin, of the British ship *Edith*, for his humane services in rescuing the shipwrecked crew of the American schooner *William Wiler*, which was driven out to sea on a coasting voyage from Philadelphia to Baltimore. The President has also awarded a gold watch and chain to Captain Miles Kilpatrick, of the British steamer *West Cumberland*, for his humanity and bravery in rescuing the passengers and crew of the American schooner *Millie G. Bown*, under circumstances of great peril, in the Atlantic Ocean.

OVERLOADING.—Mr. Richard Hughes, registered manager of the steamer *Moss Rose*, was charged before the Liverpool stipendiary with having overloaded that vessel. Mr. Paxton, who conducted the prosecution for the Board of Trade, said that on Mar. 21 the vessel was in Garston Dock awaiting to proceed to sea, when Captain Geoffrey, surveyor to the Board of Trade, found that the Plimsoll mark was submerged. It was explained to him that the ballast tanks were full, and that there were other extras which, if allowed for, would decrease the draught of the vessel. The surveyor allowed for these, and even then found that the mark would be five inches below the water-line. Mr. Birkett, for the defence, pleaded that his client was not liable, as he had ordered the mate to see that the vessel was properly loaded. A fine of £20 and costs was inflicted.

THE FIRST TRANSATLANTIC STEAMER.—Correspondence has been taking place in the Canadian papers with the view of authenticating the claim of the *Royal William* to have been the first steamer to cross the Atlantic. It is proposed to send a model of the vessel to the forthcoming Naval Exhibition but the committee desired that there should be no doubt as to its title to be called the pioneer steam vessel. The *Royal William* was built in Quebec in 1830-31, and engaged at Montreal. She traded at first between the last-named port and Halifax, but in 1833 was sent across the Atlantic (doing the voyage in 21 days) and sold in London to the Spanish Government, Captain M'Dougall, the master, being retained in command for several years. James Goudie, under whose direction the vessel was built, is now 81 years of age, and has recently written a letter to the *Montreal Gazette*. He claims that although the American ship *Savannah* crossed with the aid of steam in 1819, 14 years before the *Royal William*, she was a full-rigged packet, built for a sailing ship, that her engines were auxiliary and only used in fine weather, and that the owners, having tired of the experiment, gave it up. It seems that a small steam engine was fitted on the deck of the *Savannah*, so constructed that small wheels were put on the shaft, which in stormy weather could easily be unshipped and hoisted on deck. Mr. Goudie claims that the *Royal William* was built for a sea-going steamship, and that "he never had the slightest idea of her failure to reach London as a sea-going steamer," and, further, that "she was actually the first steamship to fire a gun in action, which is something of an honour for Quebec." In the register of the *Royal William*, George Black is named as the builder of this vessel, which was "propelled by steam with wheels or flyers at each side."

AT the last meeting of the Lifeboat Institution, the silver medal of the institution, accompanied by a copy of the vote inscribed on vellum and £1, was awarded to Mr. William M'Allister, for gallantly swimming through a heavy surf and rescuing one of the crew of the Portrush lifeboat, in a gale of wind, on the 2nd ult. The silver medal, a copy of the vote, and £1 were also awarded to Mr. James G. Gourlay, and £1 each to 12 other fishermen, for putting off in the lifeboat at Boarhills, Fifeshire, and at considerable risk saving the crew of six men from a wrecked schooner in a gale and very rough sea, on the 5th ult. The thanks of the institution inscribed on vellum and £2 were voted to Mr. Wm. Fitzgerald, chief boatman H.M. Coastguard at Felpham, Sussex, and pecuniary rewards to four coastguard men, for putting off in their life whaleboat, and at great risk saving the crew of three men from the ketch *Western Belle*, of Exeter, which had stranded in a strong E gale and a heavy sea on the 9th ult. Rewards amounting to £480 were granted to the crews of lifeboats of the institution shoreboats, and others, for saving life from shipwrecks on our coasts. Payments amounting to £2,946 were ordered to be made on the 300 lifeboat establishments of the institution. New lifeboats have been sent during the past month to the Holy Island and Kingstown stations. The Aranmore, Drogheda No. 2, and Howth lifeboats have been altered, fitted with all modern improvements, and returned to their stations.

BOSUN'S LOCKER.

Last writes: Obituary notices.

Perpetual motion.—A barber's jaw.

Horticulturists are the men to use flowery language.

A hand in pocket is worth two in a pair of handcuffs.

Every man knows how good he would be if he were some other man.

It is the successful theatrical manager who has much to thank his stars for.

The average amateur photographer can take anything better than advice.

If trees possessed any religion, what would it naturally be?—Buddhism.

"What's a?" "A vowel." "And e?" "Vowel." "And I. O. U.?" "A promissory note."

Families are a good deal like clocks. Too much regulation may easily make them go wrong.

It is unlucky for 13 persons to sit down to table together—when there is only enough food for 12.

A young man who has been rejected by a number of young ladies says that beauty is on the decline.

When the editor of a funny paper sets his wits to work, it doesn't follow that he works himself.

He (after the ceremony): "So, darling, we are at last wedded for life!" She: "Oh, not necessarily."

Julius: "Oh, if you'd only loved me as warmly as I do you!" Nellie: "We would both be cremated, I fear."

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

Thomas Day, 33, fireman, and Catherine Buckner, 70, have pleaded guilty to forging seven certificates of seamen's discharges. The prosecution was instituted by the Seamen's Union, with a view to prevent unqualified persons acting as sailors.—Day was sentenced to one month's hard labour, and Buckner to six weeks' imprisonment.

At the recent meeting of the Executive Council of the Seamen's Union, a resolution was passed protesting against the exclusion of seamen from the Labour Commission, and suggesting that the general secretary and Mr. Key, one of the trustees, should be added to it.

The Sailors' and Firemen's Union has done more good service to the mercantile marine in promoting the large and influential deputation which waited upon the President of the Board of Trade on April 9. It is provided by the Merchant Shipping Act of 1880 that a seaman shall not be entitled to the rating of A.B. unless he has served at sea for four years before the mast, but, according to Sir Michael Hicks-Beach's interpretation of the law, the Board of Trade have no power to refuse this rating to any man when presented by a shipmaster. If this is the case the sooner the law is altered the better it will be for the safety of thousands of lives and millions of pounds worth of property. It should be a criminal offence for either party to obtain the rating of A.B. without the requisite qualification. At the Central Criminal Court, two persons were sent to hard labour for forging certificates of seamen's discharges. What is the moral distinction between forgery and false pretences?

Tidal Basin Branch held its usual weekly meeting on April 10th, 1891, Bro. Simpson in the chair. After the meeting was declared open, and the new members (17) enrolled, the minutes were read out and adopted, and likewise the financial statement which by-the-bye shows a large increase in the takings. Bro. J. O. Brine's case was then put before the meeting, he having been, it is alleged, left ashore in Columbia from the s.s. *Egglestone Abbey* through no fault of his own. His case is now in the hands of the Union solicitor. It was resolved to grant him 15s. per week until the ship arrives home. There were also seven more members added to the committee, viz., Bros. Dale, Campton, Thurston, Hayes, Walsh, Garvie and Potter.

It was then proposed by Bro. Garvie, seconded by Bro. Clark, and carried unanimously amidst cheers, "That we, the members of Tidal Basin Branch, desire to express our deepest sympathy with Joseph Havelock Wilson, general secretary, now undergoing a sentence of six weeks' imprisonment for an alleged unlawful assembly in connection with the seamen's strike at Cardiff, and trusts that steps will be immediately taken to memorialise the Home Secretary to abate or remit the sentence passed upon him, and calls upon all Trade Unionists in the country to join this expression of their opinion, and that a copy of this resolution be forwarded to the Home Secretary; and we, the members of this Branch, also desire to express our deepest sympathy with Mrs. Wilson, now in deep distress through illness and the imprisonment of her husband, and that we have the utmost confidence in his honesty and integrity, and that when he is released from a most unjust and tyrannical sentence we will accord him a hearty welcome; also we, the death or glory boys, will have no other leader but our true, tried and trusted general secretary, J. H. Wilson." After various other business, the meeting was declared closed at 10.45 with a hearty vote of thanks to the chairman.

LIVERPOOL BRANCHES.

At the meeting of No. 1 Branch, held on the 13th inst., Mr. Duncan in the chair, Mr. Mulhoney in vice-chair, after the formal business had been disposed of the following resolution was carried by acclamation, "Resolved that the best thanks of this meeting be rendered to Samuel Plimsoll, Esq., president of this Union, for the interesting and valuable gift to this Branch of a large number of copies of his heart-stirring book on cattle ships, and, furthermore, this meeting begs to assure Mr. Plimsoll that his untiring devotedness to the cause of those 'who go down to the sea in ships' will never be erased from the grateful memories of those he has benefited, is benefiting, and still desires to

benefit, and wishes him long life, prosperity and God-speed in all his undertakings." Mover, Mr. G. Fearon; seconder, Mr. J. Mulroy. It was then resolved "That this meeting sympathises with Mr. J. H. Wilson in his unjust sentence, and urges the Liverpool United Trades Council to take all the steps in its power to petition for his immediate release."

At a special meeting held on the 8th inst. the following resolution was carried:—"Resolved that this meeting of members of the N. A. S. & F. U. hereby expresses its sympathy with Mr. J. H. Wilson in having to undergo a sentence of imprisonment, which sentence, in the opinion of this meeting, is an unjust one, and further this meeting expresses its continued loyalty to, and entire confidence in, Mr. J. H. Wilson, our general secretary, and urges the Executive Council, now sitting, to take the necessary steps to endeavour to have the whole case reviewed by the Home Secretary, and if necessary, press the matter on the attention of the Labour Representatives in the House of Commons." Mover, Mr. H. Smith; seconder, Mr. W. Carroll.

Bootle Branch held their usual weekly meeting Tuesday night, April 14. Amongst those present was Mr. Turkington, the efficient treasurer of the Branch, who was loudly cheered on his entrance. The usual routine was first gone through, and the secretary then gave a statement to the effect that one of our members recently died, leaving his wife and children in straightened circumstances, and he, when living, not having been a member of the sick and burial fund, nothing could be done for them out of the funds of the Union. After a good deal of discussion, Mr. Duffy moved that the widow get £1 out of the widows' and orphans' fund, and only regretted that the fund was too small to allow of any more to be given. This was seconded by Mr. Marshall, and carried. Some talk then followed about the rating of A.B.'s, and Mr. Marmion proposed the following:—"I move that this meeting of sailors and firemen (many of us electors of the Kirkdale division of Liverpool) tenders a hearty vote of thanks to Sir George Baden-Powell, M.P., for the services rendered by him to the seafaring classes of this country by attending with the deputation that waited on the President of the Board of Trade (Sir Michael Hicks-Beach) on the 9th inst. with reference to the rating of able seamen." This was seconded by Mr. Connarty, and carried. The secretary then said a few words with regard to the proposed Conciliation Board, and explained about a meeting which is to be held in the Rotunda Lecture Hall on the 25th inst., when Lord Brassey will preside, and all who have the interests of the masses at heart are invited. He also went on to speak of the Royal Commission on Labour, and wondered why the Government allowed a Labour representative on it at all. It was not their usual style of doing business. He supposed that at the end of about three years from its formation the report of the famous Royal Commission on Labour would be something like the report of the last Royal Commission on "Sweating," viz.—That differences between employers and employed do exist and—that's all. Speaking seriously, there was one man that should be objected to, and that was Sir William Lewis, of Cardiff. Everyone knows what love (?) he has for the working man; there are ten representatives of capital and seven representatives of labour. Why was Mr. J. H. Wilson not selected, and why was Mr. Michael Davitt not selected? This was the way the Government always put their foot on the chance of the worker. How could the labouring classes get their own when they don't have a fair chance? Mr. Turkington then said a few words on the same subject and was cheered. After a hearty vote of thanks to Mr. Turkington, the chairman and secretary, the meeting adjourned.

BIRKENHEAD BRANCH.

At the weekly meeting on April 8, Mr. John Griffiths, chairman, after some able opening remarks from the chairman, the minutes, correspondence, and financial statement were read and approved of. The new members enrolled during the week (numbering 12) were approved of as eligible. The case of James Duncker was then considered, and it was decided, on the motion of R. Trevellick, seconded by H. Powell, that the sum of £1 be granted him as a loan. A considerable discussion was raised respecting the most unjust imprisonment of Mr. J. H. Wilson, and after the chairman, secretary, and several members had expressed their views respecting the same, it was moved by R. Trevellick, seconded by J. Kerr, "That we, the members of the Birkenhead Branch of the N. A. S. & F. Union, do hereby express our most emphatic indignation at the imprisonment of Mr. J. H. Wilson; and, furthermore, that we place in him our confidence as our leader." This, on being

put to the meeting, was carried with acclamation. It was also decided that a vote of condolence be passed to Mrs. J. H. Wilson in her present most critical period, after which the meeting adjourned.

The secretary of Birkenhead Branch writes that it would appear from the report of Liverpool No. 1 Branch in SEAFARING of April 11, that the members of that Branch in assembly took umbrage somewhat at the conduct of the members of the Birkenhead Branch, in asking the Executive Council to explain the appointment of Mr. H. R. Taunton to the secretaryship of the Liverpool No. 1 Branch, he at the time being a member of the Executive Council. Well now, as a disinterested party I consider that in the face of the resolution passed at the last meeting of the E. C., to be found on the first column of page 7 of the report of that meeting, "Re Executive Councilors as paid permanent officials," they were quite at liberty to ask the Executive Council's opinion thereon, without being told to mind their own business by any other than the Executive Council. Since my connection with Birkenhead Branch I have always experienced that its members have always been sufficiently able to mind their own business, and it is beyond question that under the most trying circumstances their adherence to the principles of Trades Unionism have never been for the moment shaken, as will be seen from the healthy condition of their Branch, which goes to prove beyond a shade of doubt they have been pretty well minding their own business, and at the same time their ignorance was but limited whilst seeking the furtherance of the principles of Trades Unionism, which leaves them at the present time with a Branch second to none in the Mersey District, and comparing favourably with the premier Branches of the Union *in toto*. Had the members of the Liverpool No. 1 Branch awaited calmly for the adjudication of the Executive Council just now assembled at head office they would have had ample time and opportunity afforded them of considering the pros and cons of the case in its entirety, without arriving indiscriminately at conclusions respecting the conduct of those of whom they are not sufficiently informed. Trusting the foregoing may tend to disabuse the minds of some of my brothers in unity of the wrong impression under which they labour, at the same time trusting the ties of brotherhood existing between the Lancashire and Cheshire brethren may not in any way be weakened by petty squabbles and lively debate on anything affecting the district in general.

GLASGOW BRANCH.

Meeting held in the Typographical Hall, 102, Maxwell-street, April 9, Bro. C. Wright in the chair, the minutes were adopted. Some remarks being afterwards made in reference to the small attendance of members at our weekly meetings also the non-attendance of our standing committee at committee meetings, Bro. Fyfe moved, and Bro. Thompson seconded, that a provisional committee be at once appointed, and the following members consented to act as such, viz., Bros. McGregor, Gibbon, Wright, McLuskey, Murray, and McKellar. Bro. Bryson then moved, seconded by Bro. Fyfe, that any member of our standing committee having been absent for six successive weeks or sittings without a reasonable excuse be debarred in future from taking any part in committee business; 21 voting for this motion. Bro. McGregor next moved, and Bro. Ross seconded, that in reference to the same, any member of committee in the future being absent three consecutive weeks without a just cause be summoned to attend a general meeting to be dealt with; 29 voting for this. Returns for the week ending April 4, were then read and unanimously accepted, several items being answered satisfactorily. The balance-sheet for the quarter ending March 28 was next submitted, showing an income for the quarter of £1,821 10s. 3d., comments being freely made on the position of this Branch financially, notwithstanding the many devices taken to cripple us. After hearing the auditor's report, Bro. Thompson moved and Bro. Madden seconded the acceptance of the balance-sheet, which was unanimously agreed to. The chairman and secretary then spoke on the incarceration of our general secretary, Mr. J. H. Wilson, and the serious illness of his good lady. Bro. Fyfe moved, and Bro. Bryson seconded, the following resolution which was unanimously carried—"That we, the members of the Glasgow Branch of the Seamen's Union of Great Britain, Ireland and other Nations, as heretofore have still every confidence in our general secretary, Mr. J. H. Wilson, and heartily sympathise with him, at the same time deploring the cruel and unjust sentence of imprisonment recently passed on him at Cardiff for the interest and energy he displayed in the late great labour struggle in that port against the Shipping Federation." We also unanimously send

a vote of condolence to Mrs. J. H. Wilson, trusting that she (as the wife of our trusted and respected leader) may be spared to bear this little trouble with fortitude. After a deal of sympathetic remarks the meeting closed.

MIDDLESBROUGH BRANCH.

At the usual general meeting on April 13, Mr. Jas. Mucklow in the chair, Mr. William Bowden in the vice chair, two new members were enrolled, on the motion of Bro. R. Wyldbore, seconded by Bro. Thos. Fletcher. The secretary then read the minutes, which were discussed and afterwards confirmed, also the correspondence. The secretary then submitted the quarterly statement, showing that for shipwreck this Branch had paid £28 10s. during the quarter, sick payments amounting to £25 5s. 8d., and death payments amounting to £14. Mr. Cathey said there was very little consideration required here to show whether the Union was of any use to its members as the figures spoke for themselves. Mr. Wm. Fletcher complimented the secretary upon the way in which he kept the books. He said that as auditor he had found everything correct and to his entire satisfaction. He moved that the statement be adopted as read. This was seconded by Mr. George Bolton and carried unanimously. The following resolutions (adopted at a special meeting on the 10th inst.) were then read and unanimously confirmed. It was moved by Mr. Wm. Fletcher, seconded by Mr. G. Bowes—"That we, the members of the Middlesbrough Branch, heartily sympathise with our general secretary in his sufferings on behalf of the seamen of this country. Our earnest wish is that he will not be disheartened by the manner in which the law has been administered in Cardiff. We trust the injustice he has suffered will spur him on to fresh victories, and that he may soon have an opportunity of assisting in making equal laws for all classes of the people."

SUNDERLAND BRANCH.

At usual weekly meeting, April 13, Mr. J. W. Priest in the chair, Mr. F. Hines in the vice-chair, there was a good attendance of members present. Standing orders were suspended to take into consideration the case of Mr. Wilson, who has lately been imprisoned. A resolution was then moved by Mr. J. Henderson, seconded by Mr. F. Hines, "That this meeting of the Sunderland Branch of the Sailors' and Firemen's Union protests with indignation against the unjust sentence of six weeks' imprisonment passed upon Mr. J. H. Wilson at Cardiff, on the charge of unlawful assembly, and calls upon all Trades Unionists to demand his release; also an amendment of the law of conspiracy." This was carried unanimously amidst cheers and clapping. The secretary then read several letters, two of which were appeals from other Societies, and it was decided that he write sympathising with them in their dispute. A statement was made by one of the crew of the *Seaham Harbour* to the effect that the watch ashore had been paid off and the watch aboard kept on pay to load her. It was decided that a deputation wait upon Mr. J. S. Ditchfield to get an understanding with him on the matter. The chairman then announced that the meeting was open to discuss labour in all its interests, whereupon Mr. John B. Lee delivered an interesting address on the position of seamen before the Union was formed, which address will appear next week.

SOUTH SHIELDS BRANCH.

The usual weekly meeting was held in the Union Offices, Coronation-street, there being a good attendance. The minutes having been adopted, the secretary stated that there had been five shipwreck claims, and five new members during the week, and the week's income amounted to £62 18s. 8d., which showed that the Branch was still making progress, and it is anticipated that in a short time we will be in our former position. A resolution was passed praying that the Home Secretary would take into consideration the sentence passed on Mr. J. H. Wilson at Cardiff, and that if he would kindly remit the sentence he would confer a great benefit on the seamen of South Shields. This was carried unanimously, and posted at once. Mr. Scott, secretary of the South Shields Trades Council, addressed the meeting at great length, and stated that the National Union was undergoing a crisis which all other preceding Unions had had to do, and he was greatly pleased to see how we were carrying on our business notwithstanding the great opposition which we had received from the Shipping Federation, and also the imprisonment of our esteemed general secretary. He urged upon the members the necessity of standing true to the Union and to oppose every other Union that might be formed in opposition. A vote of thanks to Mr. Scott and the chairman terminated the meeting.

One of our oldest members, John Burrows, steward, has died in the Ingham Infirmary after an operation, and will be interred on Sunday, April 19, at 2 p.m., all members are requested to attend at the hall at 1.30.

A correspondent having asserted that the *South Shields Gazette* will not publish letters from Union men, the editor of that paper denies that statement.

LEITH BRANCH.

The weekly meeting was held on April 7, when Bro. A. Pratt presided. Minutes were adopted, and financial reports were read, when there was some discussion, after which they were adopted. Correspondence was read, on which there was a great deal of discussion.

Members are requested to attend the general meetings held every Tuesday evening in the Lifeboat Hall, Tolbooth Wynd, up to May 26, after which the meetings will be held every Thursday evening, in the Labour Hall, 77, Shore.

GREENOCK BRANCH.

On Tuesday evening at the usual business meeting, after a review by the secretary of the recent trial of Mr. Wilson at Cardiff, it was unanimously resolved "That this Branch of the Union desires to record its sympathy with Mrs. J. H. Wilson in her present trying position, and further that it considers the recent sentence passed upon Mr. Wilson unjust and inconsistent with the evidence led in the case, and pledges itself to use all legitimate means to bring the matter before the Home Secretary with a view to have such sentence modified or rescinded."

HULL BRANCH.

At the usual Branch meeting, held in Unity Hall, on Friday, April 10, Mr. W. Chafer in the chair, after the adoption of the minutes a report from the ship's delegate (Firemen side) of the s.s. *Colorado* was read and discussed, and it was resolved that we give him our heartiest thanks. It was proposed and carried that we attend with banner (weather permitting) the funeral of our late Bro. Thomas Dawson, fireman (who was killed by falling from the top engine-room platform to the bottom one), also a letter of sympathy to his widow.

At the general meeting, held in Unity Hall, on Tuesday, Mr. W. Chafer in the chair, Mr. S. Lawday in the vice-chair, and Mr. Young, D.S., in attendance, after the minutes of previous meeting and weekly balance-sheet were accepted, a long discussion on Mr. Hill's position in relation to his past duties to this Branch took place. It was proposed by Bro. Campbell, seconded by Bro. Jahnke, that this Branch is dissatisfied with Mr. Hill, and the way he has neglected his duties, and hereby dismiss him as secretary to the Hull Branch, and that the same be sent to the executive. Carried unanimously. It was proposed by Mr. Gregory, seconded by Mr. Johnson, that Mr. Hill shall not receive pay or wages from this Branch after Saturday, April 18, the same to be inserted in SEAFARING. Carried unanimously. A vote of thanks to Mr. Young brought the meeting to a close.

SCANDINAVIAN DEPARTMENT.

C. S. Nielsen, 21, Nedre Slotsgaden, 2 Etage, Christiania, Norway, April 10, 1891.—To the Editor of SEAFARING.—Dear Mr. Editor,—I left the elected secretary, Mr. A. Bruce, in charge of the Gothenburg Branch on the 9th inst. This Branch contains now more than 100 members. I proceeded to above place for to open a Branch of the Union. Above address will be mine while I remain here.—Yours, faithful in unity, C. S. NIELSEN.

GRIMSBY BRANCH.

At the weekly meeting held on April 13, the financial statement elicited much applause, having exceeded £20 for the week, and an increase of 32 in membership. This is a crushing rejoinder to the Look-Out Man in *Fairplay* last week about the Union "having some trouble to raise its head." So long as the Union is conducted as it has been in Grimsby, in a spirit of fairness to master and man, there is no necessity for a Shipping Federation. It is chiefly through the machinations of the renegades and outlaws of the Union that so much ill feeling and bad blood has been engendered between the Union and the Federation. Bro. Lloyd was appointed auditor in the room of Bro. Wm. Stone who had obtained an appointment in London. It was moved by Bro. Harvey and seconded by Bro. Rees, "That this meeting of the Grimsby Branch expresses its indignation at the sentence passed upon Mr. J. H. Wilson as unduly harsh and severe,

and furthermore that the borough member be requested to use his influence or assist whatever deputation may be appointed to wait upon the Home Secretary, with the view of obtaining a remission of the sentence"; carried unanimously. The question of a banner for the Branch having been brought up, it was resolved, on the motion of Bro. Harvey, seconded by Bro. McDonald, "That each member be levied 6d. towards a banner fund; to also include all new members enrolled after this date." This resolution to be submitted for three meeting nights in succession before being carried into effect. Eleven names were submitted for membership, and it was resolved to accept them on the motion of Bro. Shepherd, seconded by Bro. Wright. A vote of condolence to Mrs. Wilson was proposed by Bro. Harvey, seconded by Mr. Young, and supported by Bro. Lloyd, and the secretary was instructed to forward the same. This concluded the business of the meeting.

Shipping steady. Men out of employment below the average. The steam fishing industry is taking all our best firemen, and we have plenty of work to keep up the supply. May it always be so.

BARROW-IN-FURNESS BRANCH.

At the weekly meeting, held April 13, great indignation was felt and expressed at the manner in which Mr. J. H. Wilson was put into prison, and a resolution was moved and unanimously carried:—"That this meeting of the sailors and firemen of the Barrow Branch protest against the unjust imprisonment of Mr. J. H. Wilson, on account of the pre-judiced evidence of the witnesses, and that the verdict was against the weight of evidence, and trusts that the various petitions being presented to the Home Secretary will have the desired effect, and that Mr. Wilson will be released from prison."

At the Trades and Labour Council meeting, on Thursday night last, great indignation was felt at the manner in which the trial had been carried out, and the injustice of the verdict, and the secretary was directed to write to the Home Secretary on the subject, and demand the immediate release of Mr. Wilson. The boarding-master sharks have got the head, but they have the body to deal with yet, and they will find it rather too big to swallow, or I am mistaken.

Shipping for this last four months very slack, and more men out of work than I can remember for some time past.

WEST HARTLEPOOL BRANCH.

The usual weekly meeting was held April 10, Mr. A. Collins in the chair, when four new members were enrolled. Bro. Peart moved "That this Branch deeply sympathises with Mr. J. H. Wilson in the present unjust persecution he is suffering in the interests of the Union and the seamen." Bro. Smith seconded, and it was carried unanimously. Bro. Tindall moved that the heartfelt thanks of this Branch be once more forwarded to Mr. Pimmsoll for his untiring efforts to better the condition of seafaring classes, as evidenced in his interesting and clever work on cattle ships. This was seconded by Bro. Langran, and carried unanimously.

ABERDEEN BRANCH.

At the usual weekly meeting held on Monday evening, April 13, Mr. R. Fraser, president, in the chair, there was a large turn-out of members in virtue of the fact that the imprisonment of Mr. Wilson was to be considered, and a protest sent to the Home Secretary with respect to it. The formal business being disposed of, the secretary first read a letter from Dr. Farquharson, M.P., one of the county members, who had been asked to accompany the deputation to Sir Michael Hicks-Beach,—"Dear Mr. Thompson,—I am sorry that I am fixed up to-day at the Grand Committee on Trade, so that I shall not be able to attend the deputation to Sir Michael Hicks-Beach. I should gladly have done so had I been free.—Sincerely yours, E. FARQUHARSON." The imprisonment of Mr. J. H. Wilson was next fully discussed, and the action of the Cardiff authorities severely commented on, and the following communication was directed to be sent to the Home Secretary:—"To the Right Hon. the Home Secretary. Dear Sir,—I am instructed by the seamen and firemen of the port of Aberdeen to make the following representation to you, that thereby you may be able and justified to release from imprisonment Mr. J. H. Wilson, a man honoured and revered by his compereers, the seamen of Aberdeen. We desire you to understand that we have no sympathy with any who may commit a distinct breach of the law, and as we have been fully supplied with the evidence as given in the daily press of the locality wherein the case was tried, we fail to find the evidence sufficient to justify six weeks' imprisonment, and we therefore respectfully

but firmly call upon you to release Mr. Wilson, or at least modify the sentence." The following acknowledgment has been received:—"Home Office, Whitehall, Sir,—I am directed by the Secretary of State to acknowledge the receipt of your petition on behalf of J. H. Wilson, and I am to acquaint you that the same will receive due consideration.—(Signed) GODFREY LUSHINGTON." The quarterly financial report was next submitted and approved as read. We simply give a brief resume of the transactions of income, as it is bound to interest our members. The entrance fees amounted to £23 17s. 6d., contributions £123 6s. 10d., sick fund £1, cards and rules £1 6s. 10d., fines £3 14s., levies £10 19s., SEAFARING £3 8s. 6d.; total £167 12s. 8d. This concluded a most enthusiastic meeting.

GRANGEMOUTH BRANCH.

At the meeting held April 13, the secretary read correspondence from various Branches. The income and expenditure for the week was considered very good, seeing trade at this port was very dull. The following resolution was moved by Mr. G. B. Scotland, seconded by Geo. Parker, and supported by the members present, "That we, the seamen and firemen of this port of Grangemouth, receive with indignation the sentence passed on J. H. Wilson, our general secretary, and express continued confidence in him as a valued leader of the seamen of Great Britain, and a courageous leader of the labour movement; and that we, the sailors and firemen of this port call upon the organised trades of this country to demand his release from custody, and that we think more of him than ever." Trade very dull and plenty of men here.

We thank Mr. S. Plimsoil for his gift of books on cattle ships.

NORTH SHIELDS BRANCH.

At the usual weekly meeting, Bro. Riddle, vice-president, in the chair, the minutes were approved of, correspondence was read from the assistant secretary to the Union, also from the Trades Council in Aberdeen, on the position of the dockers of that town. It was resolved that we send the dockers £3. The secretary gave in his report of a special meeting held on the New Quay, on Saturday, April 11, condemning the action of the jury in the recent trial on J. H. Wilson. Much indignation was expressed by the members on this occasion. The weekly financial report was next submitted to the members, which showed a substantial increase on the previous week. The weekly financial report was adopted. Mr. Brown gave in his report on the demonstration committee to be held here on Whit-Monday, under the auspices of the Free Gardeners, also on the carrying out of the A.B.'s Rating Act, which was considered satisfactory. Discussion was gone into on the present carrying out of the Act. As the Act stands now the usual carriage and four can be driven through it. It distinctly says an A.B. must show four years at sea to become an A.B. A man may be four years in a German vessel and come into an English shipping office and claim to be engaged. If the master is willing to take him the Board of Trade cannot object, although this man cannot understand one word of English. I think it ought distinctly to say four years on board a British ship.

DUBLIN BRANCH.

At the usual weekly meeting of the above Branch, held in the Union Hall, 50, Seville-place, on Friday, April 10, Bro. J. M. Maxwell in the chair, there was an unusually large gathering of members, amongst those present were Mr. William Foreman, Irish organising secretary of the Railway Servants' Union, and our godfather, Mr. P. A. Tyrrell, secretary of the Amalgamated Engineers. The minutes, financial account, quarterly account, and correspondence having been accepted as very satisfactory, it was then suggested by the chairman that the treasurer, Bro. John Johnson, be remunerated, he having performed many services for the Union in the past, he giving all his spare time to promote the interests of the Dublin Branch. Now would be a fitting time to show our appreciation of his past and secure his future services. It was then proposed by Bro. Wallace, seconded by Bro. John Maguire, and supported by Bro. P. A. Tyrrell, that the treasurer, Bro. John Johnson, receive a salary of £3 per quarter; carried unanimously. The chairman said, we have assembled here to-night to express our heartfelt sympathy with Mr. J. H. Wilson on his imprisonment, also with Mrs. Wilson in her trouble, as well as to express the indignation we all felt at the unjust sentence passed on Mr. Wilson. Mr. William Foreman, who on rising was received with cheers, said, Mr. Chairman and fellow workers, it always gives me great pleasure to come among you, but at no time so much as now, when I can add my sympathy and indignation at the

unjust sentence passed on your chief. But as members of this great organisation you must not let this blow that is aimed at your Union dishearten you. It must give you new impetus and stimulate you to greater exertion, and show those unscrupulous employers and their associates, the boarding-house masters, that you are the power. You are not the men, I know, to desert your ship, for she is still sound, and will carry you clear of all the breakers. The scandalous injustice that has been meted out to Joseph Havelock Wilson, which gratifies the animosity of the boarding-masters, we cannot overlook, when we take into consideration the evidence that was given at that trial. I maintain Mr. Wilson had a right to point out the houses in which the scabs were lodged; the scabs that did the honest sailor out of his just rights. Who was it that tried Mr. Wilson? A jury composed of the merchants and capitalists of Cardiff—the bitter opponents of Trades Unionism, and more particularly your Union, that had wrested from them the small share of the capital that you accumulated by your very lives. The capitalists were only sorry they could not brand Mr. Wilson as a felon. But the law in England seemed now to be, that to point at a scab house in England was equivalent to winking at a pig in Ireland. But we would raise our voices in protest, and demand that the members we sent to Parliament should go to the House of Commons, and demand the remission of his sentence, and that immediately. And if God spares me I will strain every point to be in Cardiff on the day of his release to congratulate him on it. Mr. P. A. Tyrrell then rose amidst great cheering, and addressed the meeting as follows:—"You will find that the arrest of Mr. J. H. Wilson will rebound with ten-fold force on those that would try to break your Union. It was to England's shame that in her old history it was recorded that Trade Unionists were imprisoned, eye even branded on the cheek. A felon would escape, but a Trades Unionist would not. But he was proud to admit that they lived through it all, and preached the word of Unionism here as well as all the world over (cheers), and he would advise holding an indignation meeting on Sunday. It was then proposed by Bro. M. Bolger, and seconded by Bro. P. A. Tyrrell, and supported by Bro. Maguire, that we, the members of the Dublin Branch in meeting assembled call on the Government for a remission of the unjust sentence passed on Mr. J. H. Wilson, our general secretary, and urge upon the Irish members of Parliament to support any effort that may be made in the direction indicated. Carried unanimously. It was then proposed, seconded, and carried that the secretary send a copy of the resolution to the papers and to the Irish members of Parliament representing Dublin. A vote of thanks was passed to Mr. Foreman and Mr. Tyrrell, and it was decided to hold an indignation meeting on Sunday in the Trades Council Hall.

At the Trades Council Hall, Capel-street, on Sunday, April 12, Mr. John Martin in the chair, Mr. Martin, in his opening speech, commented on all Mr. J. H. Wilson had accomplished in the interests of Trade Unionism, and said that the only thing he regretted was that this meeting had been called for the purpose of expressing the indignation that all felt at the unjust sentence passed on him in Cardiff. We would show the world that on the platform of labour we would shake the hand of friendship across the water. After a letter was read from Mr. William Foreman expressing regret at not being able to be present on that day, the chairman called on Mr. Simmons to propose the first resolution—"That we the working men of Dublin in mass meeting assembled express our deepest indignation at the cruel and tyrannical sentence passed on Mr. J. H. Wilson, secretary of the Sailors' and Firemen's Union, and we call upon the Home Secretary to order his immediate and unconditional release, as his conviction was obtained by manifestly unreliable evidence." Mr. Simmons went on to say that Mr. Wilson's conviction was unjust, but was passed by capitalists for they were afraid of Mr. Wilson's exertions in the cause of labour, for they were likely to prove formidable. He hoped that this arbitrary act would be met with indignation from every labouring man as well as tradesmen, and that as our hands were joined in union we would never cease working till our cause triumphed. (Cheers.) Mr. Graham, of the Bottle-makers' Society, said he had great pleasure in seconding the resolution. The capitalists were very good so long as you don't touch their pockets, and it was time that our representatives in Parliament did something for us and looked after our interests. Mr. C. O'Reilly, in supporting the resolution, said Mr. Wilson went to prison a secretary, but he would come out a hero and a martyr in the cause of liberty. Mr. Shelly also supported the resolution saying we must not feel week-kneed over the fight

We don't want all the capitalists' wealth; what we wanted was enough to feed and clothe our families respectably, and that we would have. We did not want to be sent to sea in rotten tubs. Our flag of Unionism would not be confined to Ireland nor to the United Kingdom, but would float on the breeze of freedom all the world over. We would celebrate labour day, and Wilson would be the martyred hero that day. (Cheers.) The resolution was carried unanimously. Mr. P. A. Tyrrell then proposed that this meeting call on all the Irish members of Parliament to lend their aid and co-operation with Mr. Broadhurst, who has come forward to use his best endeavours to demand the immediate release from prison of J. H. Wilson, whose detention was meant rather as a blow at the destruction of the Union than the punishment of the individual. He (Mr. Tyrrell) said, without being a prophet, it was the best thing that ever happened for Mr. Wilson or his Union, for it would make them ten times more popular. Mr. Clarke, in seconding the resolution, spoke on the scandalous way sailors had been treated in the past. Boarding-house masters had drugged them and sold them to shipowners to be sent to sea in rotten ships to be drowned. Mr. Moran, in supporting the resolution, spoke on placing our views before Parliament, and our representatives dare not turn a deaf ear to us. This vote was also carried unanimously. Mr. P. A. Tyrrell then proposed, and Mr. Bolger seconded, a hearty vote of thanks to the Trades Council for their aid in giving their hall as well as attending the meeting. The chairman having made a suitable reply the meeting terminated.

SWANSEA BRANCH.

The Swansea Branch of the Seamen's and Firemen's Union have passed a vote of sympathy with Mr. J. H. Wilson, and forwarded to the Home Secretary a resolution passed in reference to the juryman who were engaged in the case as not being proper persons to deal with labour questions.

SEAFARING DISASTERS.

Aguan, previously reported ashore, has become a total wreck; mails and specie saved.

A. T., schooner, put into Bermuda leaking, and totally dismasted.

Beta, steamer, of Hull, aground on breakwater, at Kertch.

City of New York has forward bulwarks broken and headrail damaged.

European.—A telegram from Margate states that the steamer *European* has gone ashore on Walpole rocks.

Eliza, Ford, of Bideford, which sailed from Gloucester for Penzance, with a cargo of salt, on March 9, 1891, and has not since been heard of, is missing.

Erato, steamer, is aground at 18 mile post, in the Danube.

Florence, s. Farrell, of London, sailed from Cardiff for Genoa, with a cargo of coal, on Feb 19, 1891, and has not since been heard of.

Glenfinart, Cameron, of Glasgow, sailed from the Clyde for San Francisco, with a cargo of coal, on Aug 2, 1890, was spoken on Sept 27, in 41 S, 54 W, and has not since been heard of. She is posted as missing.

Glen Tanar.—Lloyd's agent at Jamaica cables:—Steamer *Glen Tanar* has gone ashore Plumb Point.

Limpopo, steamer, is ashore on Inhambane Bar.

Livingstone, barque, has brought up in Dover Roads. Captain reports vessel making water, having been ashore on Hasborough Sands.

Light of the Age, Vasey, of Shoreham, sailed from Sunderland for Southampton, with a cargo of coal, on Feb 23, 1891, left the Downs on March 4, and has not since been heard of.

Livingstone, Norwegian barque, at Penarth Roads, leaking badly.

Pismaes.—Lloyd's agent at Sydney telegraphs as follows:—"Norwegian barque, *Pismaes*, totally wrecked on Howland Island; crew landed at Samoa and have been brought here by *Lubeck*."

Romola.—A fire has broken out on board the steamer *Romola*, from Calcutta, at Barcelona.

Roland, barque, Cienfuegos for New York, has been abandoned. Crew saved.

Saturn.—A telegram from Arran Island states that the *Saturn*, schooner, is ashore 100 yards east of Kiltonan Quay on rocks.

Transition, steamer, broke from her moorings and has been beached with 18 feet of water in afterhold at Malta.

The price which the German Emperor paid for the British steam-yacht *Thistle* was £5,500. She will be rechristened *Meteor*, and will take part in the English regattas.

CORRESPONDENCE.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

MR. J. H. WILSON'S IMPRISONMENT,
To the Editor of "Seafaring."

DEAR MR. EDITOR.—After carefully reading the trial of Mr. J. H. Wilson, as well as your able leader on the same, I cannot resist making a few remarks. First, we find that all the jury, except two, whose occupation is not stated, are all capitalists and employers of labour; in fact, one is a hotel proprietor, which is very nearly related to a boarding-house master—and there is nobody can deny but that their business suffered more or less during the strike; but for all that they are empanelled on the jury to try Mr. J. H. Wilson's case; and could any reasonable person imagine that it would be done impartially under the circumstances? The case was sent before this jury by the brother of the leader of the Federation in Cardiff—viz., Mr. Lewis. We are told that the prosecution is at the suit of the Crown; but for all that the police-constable's evidence is all in Mr. Wilson's favour. He was not able to hear Mr. Wilson make use of the language imputed to him by the boarding-house masters, who swore that, although in their houses with doors and windows shut, they could hear Mr. Wilson, while the police-constable, who was in the street, could not hear him. It is quite evident that the Recorder cannot be accused of taking a police-constable's oath. In Ireland their oath is taken before anyone. So the whole thing is that three or four boarding-house masters are believed, and their oaths taken, although they admitted that they would have everything to gain by the downfall of Mr. Wilson and his Union. Their evidence is taken in preference to a police-constable, who was an independent witness, and the medical gentleman who attended Mrs. Nelson, some of their own servants, and a host of other witnesses. The Recorder, when summing up the evidence, stated some of the witnesses were telling untruths, and, of course, by the sentence he passed on Mr. Wilson, he shows the world who it is he considers to be the liars. The Recorder never seemed to take into consideration, or the Jury, to ask whether it was lawful for the boarding-house masters to detain men, or their property, against their wish. They admitted locking their doors to keep them in. If I read the Act of Parliament right, you cannot detain a man's property, even though he owed you money, unless you had a warrant, and in no instance can you detain a man's person under a penalty of a term of imprisonment, and you are liable to civil action except you are a lawful custodian of the peace, such as a police-constable, or that you keep a licensed mad-house. But, according to Mr. Justice Stephens, three or more persons cannot assemble outside a house to demand their property, where they lawfully suspect their property is detained, but they or one of them shall run the risk of being arraigned for unlawful assembly. This is justice with a vengeance. Hoping that Mr. Joseph Havelock Wilson will come out of prison without suffering any ill effect to his health, and that the working men of not alone the United Kingdom but all the world over will show their appreciation of his manly suffering in the cause of Trades Unionism, and that Deptford will return him at the top of the poll.—I remain, yours in unity,

A MEMBER OF THE DUBLIN BRANCH.

HOW SEAMEN ARE TREATED.

To the Editor of "Seafaring."

DEAR SIR,—Trusting that you will grant me a small space in SEAFARING, I should like very much to call your attention to the nature of the work that seamen are compelled to do while at sea in a great many of our steamships. I should like your candid opinion on this matter, as to whether you think it proper or lawful that a man should be compelled under a heavy penalty to go up aloft in a boatswain-chair and wash and paint a mast while a ship is almost rolling her rail under water. I was in a steamer lately where one of the hands was sent up to do this kind of work, and he refused to do it, the consequence being that he was logged two days' pay for the first refusal, and for each refusal afterwards he was to be logged six days' pay. What is a man to do in a case like this? Why, he either must go and risk breaking his neck or forfeit his voyage's pay, which in this case amounted to nearly £12. After being threatened with the second fine the man went up and did the work. Now, it was quite likely that the man while

getting fixed in the chair might make a slip and swing from the mast, and if such had been the case nothing but a miracle could have saved him from getting his brains knocked out against the mast when he swung back again. Just to give you an idea how the vessel was rolling at the time, there was a man washing paint work on the main-deck, and one of his buckets was turned right over. I think that such work is simply outrageous, and ought to be put a stop to, when it can easily be done when the ship is in port. This is what they call necessary work, and therefore a man is compelled to do it. I saw in the March 7 SEAFARING, an article where the sailor was spoken of as not being a "human being," and I can only say the same. This is sure to catch the eye of many a seaman who has had the same work as the above to do, so it is to be hoped that they will say a word or two upon the matter. My shipmates and I will be greatly obliged to you if you will kindly insert this.—I remain, Sir, yours in Unity,
Liverpool, April 8, 1891.

[Such proceedings may be lawful. They are certainly not just or proper.—Ed. SEAFARING.]

DOCKERS' GRIEVANCES.

To the Editor of "Seafaring."

DEAR SIR,—I find in your last week's issue that you have opened space in your columns to give the dockers a chance of having their grievances redressed. I was pleased to find that part of the grievances that exist in Drogheda has been brought under the notice of J. Chamberlain, by the secretary of the S. & F. U. I wish to relate grievances that exist among members of our Union. The case I refer to is with a broker and petty ship-owner, who is an enemy of Trades Unionism, and who spares no tactics in crushing our members, and depriving them of the wages they have already earned. Is there no section in the law, or have the dockers no representative in the House of Commons who will advocate their cause? If not, I hope the past will be a lesson to the labouring classes at the next General Election to send a direct labour candidate from amongst their own ranks. Where we can find such men as Mr. J. H. Wilson, prepared to sacrifice imprisonment for the cause of labour.—I remain, yours,

ONE OF THE SUFFERERS.

15, Peter-st., Drogheda,
April 14, 1891.

A STEWARD'S COMPLAINT.

To the Editor of "Seafaring."

DEAR SIR,—I see from a January number of SEAFARING, a wail from a steward, who, I presume, belongs to a certain Liverpool line, like myself, I am sorry to say, about the poor pay that "highly respected firm" keep their men on. It is a disgrace to them and a shame on the men to serve such masters, but the poor fellows are mostly married men that can't go abroad, so advantage is taken of their helplessness to grind them down to slavery—£5 per month, 4s. per day in dock on their own hook. They must have more education than men before the mast, and be experienced, respectable, yet are on a level with a fireman on pay list. They have trouble, responsibility, worry, and the chance of dismissal for the least trifle, either against the captain, shore steward, or shore captain, or any other body of the dozen masters, but have got to put up with 4s. a day cooking for scabs. Isn't bad, is it? They did it for charity last time. They will know better next dockers' strike. They have sent a petition up—where, I don't know—for a rise. Shore stewards got it and petition vanished like the strike extra pay. Can any honest, right Christian firm treat their men like that and expect their men to keep honest. A steward of any collier gets £6 10s., no trouble on his mind, nor pounds and pint business? Kindly give this an airing in your valuable paper, the only friend we have, and long may it live and the Union, and oblige,

AN OLD STEWARD.

Alexandria, March 21, 1891.

A NEW AIR SHIP.—Mr. W. F. Wallace, of Cincinnati, is exhibiting at Chicago a new air ship, which in its construction resembles Mr. Pennington's patent. The balloon contains 7,000 feet of hydrogen, and floats the apparatus and an aluminium car. The paddle is in front, and is worked by a crank, which furnishes the propelling power. The machine is steered by a rudder. During the experiments the test was considered a success. The material weighs 87 lbs., and the inventor says it will carry 500 lbs. burden. It is provided with a pair of tin wings in the form of an aeroplane, which, when extended, causes the ship to descend easily.

SOME FUN.

AT THE MARRIAGE BUREAU.

Elderly gent: "I want to consult with you about getting me a suitable wife."

Agent: "Right, sir; I think I can accommodate you." "What are your charges? I'd like to know that before going any further."

"Well, you see, that depends on yourself. Do you want a wife with or without a mother-in-law?"—*Texas Siftings.*

Father: "Have you seen with the microscope all the little animals that are in the water?" Tommy: "Yes, papa, I saw them. Are they in the water we drink?" Father: "Certainly, my child." Tommy: "Now I know what makes the singing in the tea-kettle when the water begins to boil."

Eminently qualified.—Judge: "Can you remember nothing of what took place? Try to recall some of the circumstances." Witness: "I have tried, your honour, but I can't. My mind is a perfect blank." Judge: "You may step aside, but don't leave the court-room. We may need you for a juror."

"Give me a ham sandwich!" shouted the traveller at the bar of the refreshment room. Two seconds later he complained to the attendant, "That was the worst sandwich I ever had. No more taste than sawdust, and not big enough to see." "You've got your ticket," returned the attendant contemptuously; "this here's yer ham sandwich."

The deadly compositor.—An editor who wrote an obituary notice of a man of some celebrity said: "He began life as a legal practitioner, but was diverted from it by a love of letters." He did not see the printer's proof, and was confronted the next morning with this: "He began life as a legal politician, but was diverted from it by a love of bitters."

"I wish I was a ghost," said the ragged and starved, looking boy who was breasting the cold storm. "They goes wherever they please, toll free. They don't owe nobody nothin' and that's a comfort. Whoever heard tell of a man who had a bill against a ghost? Nobody. They don't have to buy hats and clothes and wittals, nor they don't have to saw wood and run errands in the cold as I do. I do wish I was a ghost!"

THE FITNESS OF THINGS.

A sailor for sea,

And a spinster for tea,

A lawyer for talk, and a soldier for fighting;

A baby for noise,

And a circus for boys,

And a typewriter man to do autograph writing;

A banker for chink,

And a printer for ink,

A leopard for spots, and a wafer for sticking;

And a crack football flinger,

An opera singer,

A shotgun, a mule, and a choir for kicking.

An Englishman and a German were travelling together in a diligence, and both smoking. The German did all in his power to draw his companion into conversation, but to no purpose. At one moment he would, with a superabundance of politeness, apologise for drawing his attention to the fact that the ash of his cigar had fallen on his waistcoat, or a spark was endangering his neckerchief. At length the Englishman exclaimed, "Why the deuce can't you leave me alone? Your coat-tail has been burning for the last 5 minutes, but I did not bother you about it."

IN THE GLOAMING.

I'm waiting here in the growing dusk

For the sight of a woman's face—

While the moments fly though they lag behind

My warm heart's fiery pace.

The bells toll loud and I strain my ear

For her football's fairy pat,

But in vain. And it's now full an hour gone

Since she went to put on her hat.

Everyone who has attempted chemical or other experiments know how severely the patience is tried when every detail of the process has been carefully attended to, and yet the expected result does not follow. A student of chemistry was testing the ashes of his cigar for lithium, a very light alkaline metal, which is supposed to be present in tobacco leaves. He applied the proper tests again and again, but the expected red flame did not appear. In his perplexity he went to his professor. The learned man made one or two experiments with no better success. Then he turned to the student, and said, "My dear sir, you smoke very poor cigars."

Young wife: "John, mother says she wants to be cremated." Young husband: "Tell her if she'll put on her things I'll take her down this morning."

"I envy your husband's jolly way. He is always laughing," said Mrs. Binks. "Well, it has its drawbacks," returned the other. "John laughs so much I can't keep buttons on his waistcoats."

"I never jump at conclusions," said the parson, "No," said the elderly member of his congregation, who takes liberties; "I have noticed that from your sermons. You reach a conclusion very slowly."

Medical item.—"Doctor, I came to see about my brother." "What is the matter with him?"

"One of his legs is shorter than the other, and he limps. Now, what would you do in a case of that kind?" "I am afraid I should limp, too."

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Coast Seamen's Union (San Francisco).—"A worthy champion of the sailors' cause."
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Glasgow Herald.—"Interesting."
Liverpool Mercury.—"The organ of the seafaring class."
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Weekly Dispatch.—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."
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Baillie.—"Dealing even-handed justice."
Weekly Budget.—"A career of much prosperity and usefulness."
Mercantile Marine Service Association Reporter.—"Written in true sailor style."
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SAFE ANCHORAGE.

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BARRY.—Mrs. Mooney, 6, Holm-st., Cadoxton.
 CARDIFF.—Seamen's Institute, West Bute-street.
 GLASGOW.—James Bracken, 182, Broomielaw.
 HULL.—N. A. S. & F. Union Home, 18, Robinson-row, Dagger-lane.
 Seamen's Union Home, 48, Mytongate.
 PLYMOUTH.—Mr. Stephens, 11, Bath-street.
 SWANSEA.—E. Dann, 3, Strand.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

TUG BOAT BRANCH.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Monday evening, and every Friday evening at "Old Amerstarm," Gravesend. Office hours 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

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